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THE Pvs. IN TEXAS.

Texas papers note the visit to that state about middle of July of representatives of the well known elevator companies known by the name of the parent house—F. H. Peavey & Co. The party reached Fort Worth on July 17 over the M., K. & T. Ry. Co's. line. It consisted of Traffic Manager C. Halle, General Freight Agent J. W. Allen and General Superintendent E. M. Alvord of the M., K. & T.; F. T. Heffelfinger and F. B. Wells of F. H. Peavey & Co. of Minneapolis; J. E. Seaver and W. C. Miller of the Midland Elevator Company of Kansas City, controlled by F. H. Peavey & Co., and Secretary Bailey of the Galveston Wharf company.

The Dallas News correspondent said that J. E. Seaver, general manager of the Midland Elevator, said in an interview that the object of the visit was to consider a proposition to establish elevators along the line of the M., K. & T. road in Indian Territory and Texas. The same authority quoted Mr. Heffelfinger as saying:

"We have heard a great deal of Texas and it was at the invitation of Mr. Halle and Mr. Seaver that we made the trip. The trip to Galveston was for the purpose of seeing personally what facilities were there for handling grain. Of course, we made a necessarily hurried inspection, but a most favorable impression was gained. We have in a small way been using Galveston as a port of export and have had very satisfactory results. It is our intention to increase the business through that port if we find we can do so with profit. We appointed a Galveston agent and it may be that we will be able to do a large business there. Of course, however, everything will depend upon what arrangements we can make."

On the return of Messrs. Heffelfinger and Wells to Minneapolis, it was announced that the immediate results of the trip were the placing of a permanent representative of the Peavey interests in Galveston and the determination to build this year five country houses in the Indian Territory as an addition to the already extensive line of country elevators of the Midland Elevator Company. From the new Galveston office the Peavey company will

KNIGHT GRAIN COMPANY.

The business of Knight & Son at Monticello, Ill., was recently incorporated as the Knight Grain Company, with E. G. Knight as president; H. N. Knight, vice-president and treasurer; and W. K. Davidson, secretary. Their station, the thriving county seat of Piatt County, is a crossing point of the I. C. and Wabash railroads, and their elevator is built on their own ground at the junction of the two roads.

The main building of the plant is 36x50 feet in size and 80 feet high; the other buildings being a brick engine room, 12x14 feet in size, containing a Fairbanks-Morse Gasoline Engine of 22 horsepower, and a brick office 14x30 feet in size.

The driveway is attached to the south side of the elevator, with dumps opposite the working floor, giving the operator a plain view of all his machinery. There are one stand of elevators with 7x12-in. buckets, an Ideal Car Loader, hopper-scale beam, turn-head stand, and friction clutch for taking power. Power is distributed by rope drive.

The elevator is divided into twelve bins, each 10x12x32 feet in

size, not including the scale bins holding 60,000 pounds each. All bins have a gravity fall from the cleaner and from the bin to the boot.

In short, the house is one of the best type of modern country elevators, with moderate capacity and good handling facilities.

The Knight Grain Company, besides grain, handle coal, salt and agricultural implements.

The first car of new oats arrived in Chicago on July 13 from Christian County, Illinois, consigned to Edward G. Heeman. It graded No. 2 mixed and sold for 38 cents.



GRAIN ELEVATOR OF KNIGHT GRAIN CO., MONTICELLO, ILLS.

be a bidder for grain in an extensive new territory. Mr. Heffelfinger says no terminal house will be built, at least for the present.

The retail feed dealers of Allegheny, Pa., have formed an organization to protect prices. The officers elected are as follows: President, W. C. Maxwell of East Liberty; vice president, William Herb of Bloomfield; secretary, H. E. Kier of Seventh Avenue; treasurer, A. H. Sunshine of Water Street. Fifteen directors were chosen by the nominating committee. About 50 dealers are charter members of the Association.

M. G. EWER.

M. G. Ewer of Battle Creek, Mich., who was recently elected secretary-treasurer of the Michigan State Grain Dealers' Association, has been in the grain business in that state since 1886. He first bought grain at Lansing directly from the farmers' wagons for local dealers, and subsequently traveled in the state, buying grain in car lots. He spent some time also in the famous Palouse and Walla Walla Valleys of Washington buying wheat for himself and for the Northern Pacific Elevator Company.

Returning to Michigan he bought grain for McLane, Swift & Co. of Battle Creek for two years, and then went into business for himself at Battle



M. G. EWER, BATTLE CREEK, MICH.

Creek, making a specialty of furnishing grain to the many food companies operating in that city.

Few men in Michigan are, therefore, more intimately familiar with the grain trade of the state than Mr. Ewer; and there is no doubt he will make a very successful secretary.

BUFFALO ELEVATOR SITUATION.

There is a new interest in the elevator situation just now on account of the several sides there are to it—never so many before. In the days of the "Pirates of the Termini"—wonder if the inventor of that immortal phrase received the reward he merited—it was strictly all one thing. Even then there was a side enterprise revived once in a while by which a new floater was set up to be bought in by the pool to get it out of the way. But those days are afar off now, never to return, says the Marine Review and Marine Record. At the foot of Main Street, to begin the week, there was an interesting object lesson furnished by fate in the shape of the old Lyon Elevator being torn down because it could not catch on the procession, and next to it the Richmond, also an idle piece of property for a long time, but again one of the most active houses in the harbor just now because the pool would not come down as it used to and elevate canal grain for nothing.

But the problem is not solved yet. The Kellogg, which has all the season made a canal rate equal to half the pool rate of a half cent a bushel, is now rumored to be preparing to elevate this grain free again. This elevator is an exceedingly free lance and has somehow managed to hold its own against the pool several seasons, and is said to be making money. If it should now take grain free it might drive the Richmond out of business, and if the pool should follow there would then be no direct elevator charges at this port, so far as the grain is concerned, unless it be for strictly local grain, as the roads now absorb the charges so far as they are concerned.

Of course there is a shoveling charge all 'round that all the elevators stick to very tenaciously, as more than half of it goes to the scoopers. It may happen some day, if this charge does not stop mounting up, that the vessels, which now have to pay it, will come to an understanding with themselves and provide their own apparatus for feeding the elevator leg, and then the business would be on a new basis decidedly. As it is there are so many new elements of distraction in the business that any sort of combine is sure to be pretty weak. The railroads do not care much for a pool and the shippers who control their own elevators are about equally indifferent, while the canal is made to stand on its own foundation whether it will or not.

What a world of waste there is, not only in the world at large, but in the same dooryard. With the Lyon Elevator coming down on one side of a slip there is a new one going up right on the next slip a few rods away for the Washburn-Crosby flour mill. Of course the old elevator could not be used for the new concern, but if it only could, what a saving! Still it is some enterprising foreigner who has said that we Americans are going ahead so much faster than most nations because we know the value of the scrap heap.

Just about twenty-two years ago the first electric subways were built in Buffalo for the old Thompson-Houston company, and the wire cables were buried in solid cement, never to be getatable for repair or examination. They are there of course yet. The other day New York City electricians declined to bid on some new electric work against Buffalo because it was confessed that the metropolis was not electrically as far advanced as this city was. If it had been the plan to use old subways or old elevators after better ones were in sight this tribute would hardly have been made to us.

Well, there are more changes affecting this port as a grain center that will have to be looked after. The St. Lawrence route is doing more business than it has done for a long time, partly because there is a new American line of steamers trying hard to bring it to the fore and partly because the canal tolls are off, a policy that the steamer company had a tip on long before other people thought of it. It is found that the up-bound coal traffic, all from Oswego so far, is dividing this benefit about equally between the shipper and the vessel, which is much as it should be. Buffalo is watching this route with about as much interest as any section and is still able to report that grain receipts are fully a third more than they were last season. Private advices from Chicago have it that there is a great amount of corn to come forward this fall if the market is favorable, and if it does there will be a new revelation regarding the St. Lawrence route. Can it take grain that Buffalo wants? That is the question. If it can in much quantity it is time the Erie canal enlargement was made a fact and no delay.

We hear of no weakening in the faith that the canal will be voted this fall, even if Rochester would like to bite her nose off to spite her face—that is Buffalo.

EFFECT OF FREE CANADIAN CANALS.

The records at Montreal show that during the present navigation season, to the end of June, the total grain exports of the city were as follows:

Wheat, bu.....	5,259,360
Corn, bu.....	1,647,574
Oats, bu.....	239,403
Barley, bu.....	140,419
Rye, bu.....	250,121

Total 7,536,877
Last year, to June 15..... 5,180,000

In explanation of this increase of business, Mr. Alex McFee, president of the Montreal Board of Trade, has said: "The abolition of the canal tolls by the government has made the St. Lawrence route the cheapest route from the great lakes eastward. The American railways are not competing with the Canadian routes by lowering their rates. In other words, they are adhering to their agreements with

respect to freight traffic. They are charging the lowest rate at which the traffic can be made to pay. The wheat can be brought down cheaper by water, and still be made to pay. The port of Montreal is benefiting in this way, and for the first time in the history of the country practically the whole of the wheat grown in our own Northwest is coming down here. In addition to the abolition of the canal tolls, there is another important factor which is highly material to the development of the St. Lawrence route, and that is the increasing capacity of the vessels employed in the transportation of grain from the great lakes through the canal system. Vessels are being introduced on this route which can carry between 70,000 and 80,000 bushels of grain. The steamer Melville, now in port, brought down a cargo of 77,000 bushels."

In corroboration of Mr. McFee's statement a Montreal paper makes the following comparison of rates, head of the lakes to seaboard at Montreal and New York:

Fort William to Montreal, all water, 4½c per bu.

Chicago to Montreal, all water, 3¾ to 4½c per bu.

Chicago to New York, water, 5½c.

By lake and rail:

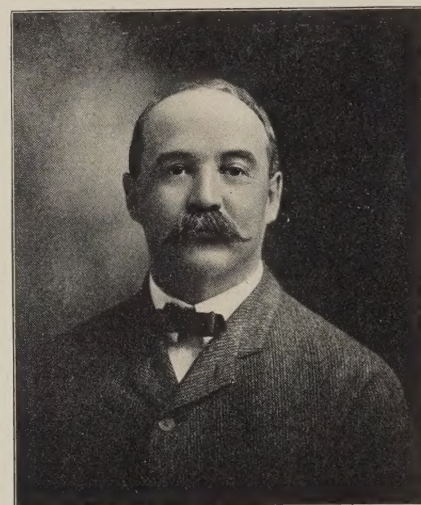
Buffalo to New York or Boston, 4½c per bu.

Midland or Owen Sound to Montreal, 4c per bu.

Montreal is still handicapped by want of elevator facilities, the cost of handling grain there being still out of line with the lake ports which are provided with elevator facilities. At Midland, Godrich or Kingston the elevators handle grain at the rate of 25,000 bushels per hour, whereas, at Montreal the best that can be done is only 2,500 bushels.

H. G. MILLER.

H. G. Miller of Omaha, who succeeds Mr. Bewsher as secretary-treasurer of the Nebraska Grain Dealers' Association, is a thorough experienced grain man, and has a wide personal acquaintance



H. G. MILLER, OMAHA, NEBR.

with the trade of Nebraska. Born in Somerset, Pa., in 1863, he went to Falls City, Nebr., in 1882, and has been a resident of the state ever since.

He had his first experience in grain with O. T. Hulburt, now of Chicago. Subsequently he was for seven years secretary of the J. L. Whitaker Grain Company of St. Joseph, Mo., then checked stations for the Counselman interests on the Rock Island for two years, and still later helped to organize the F. K. Moody Grain Company of Kansas City, with whom he was associated for four years.

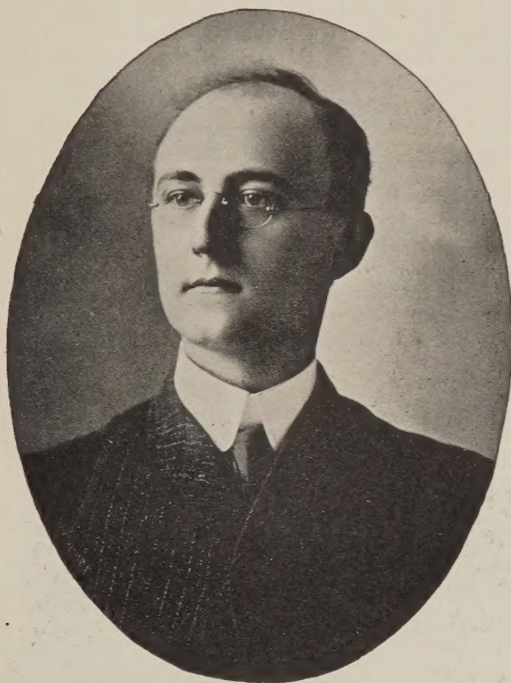
Mr. Miller has taken hold of his new work with characteristic vigor, and gives every promise of being a satisfactory successor to Mr. Bewsher, one of the most successful secretaries association work in the West has produced.

It is now estimated that, pound for pound, flaxseed meal is more valuable as a stock food than corn. American feeders have not, however, been educated to appreciate its merits as yet.

LOUIS E. OBERLE.

The firm of Adolph Oberle & Co., dealers in grain, flour and feed, at Raymond, Ill., has been strengthened by the addition to its membership of Louis E. Oberle; and in consequence the firm's title has been changed to Oberle Bros. & Co. The scope of the business also has been enlarged to take in the handling of hay and to deal in real estate and farm implements.

Louis E. Oberle has been employed for the past five years as deputy in the offices of the county clerk of Montgomery County and also of the circuit clerk, where his excellent business ability had little



LOUIS E. OBERLE, RAYMOND, ILL.

chance for bettering his own fortunes or those of any one else; whereas, in his new business his personal popularity and business capacity will have a proper field of usefulness.

WAREHOUSE RECEIPTS AS SECURITY FOR DEBT.

BY J. L. ROSENBERGER.
Member of the Chicago Bar.

A Minnesota corporation, with its principal place of business at the city of Minneapolis, owned and operated a number of grain elevators in Minnesota, Iowa, Nebraska and South Dakota. It bought and stored therein grain of different kinds, each kind commingled in a common mass with like grain of other parties stored with it as a warehouseman. In the usual course of its business the several kinds of grain were shipped out, and in place thereof of similar kinds of grain were received therein by purchase from others for storage, so that the common mass of each kind was constantly changing. Its business reached considerable proportions, and it became necessary from time to time to borrow money to enable it properly to conduct its affairs. The loans were evidenced by its promissory notes, some of them payable in Massachusetts and others in Minnesota. To secure the payment thereof, it issued to the several payees warehouse receipts specifying in each receipt, in effect, that it had received in store in its system of elevators grain of a designated kind, grade and quality, subject to its orders on the return of the receipt, which was indorsed to the holder of the note it was intended to secure.

Four of the receipts so issued specified the particular elevators, their location, and the amount therein of the grain covered by the receipts. Some of the designated elevators were located in Minnesota, but the greater part of them were in Iowa, Nebraska and South Dakota. Two of the receipts designated the grain covered thereby as being "in

its system of elevators," without designating any particular elevators.

Thereafter, the corporation, being insolvent, made an assignment for the benefit of its creditors, pursuant to the laws of Minnesota, the trust being administered under the direction of the courts of that state. When the assignment was made, the corporation had in its several elevators within and without the state of Minnesota grain of the several kinds and grade designated in its outstanding receipts so issued to secure the payment of its notes, exceeding in the aggregate the total amount called for by such receipts. It then owed the receipt holders \$140,000, and its general or unsecured creditors, \$450,000. All of the creditors, including the receipt holders, resided outside of the states of Iowa, Nebraska and South Dakota and all had proved their respective claims, which were duly allowed. The assignees took possession of all of the grain in all of the elevators and converted it into money.

In a proceeding for an order directing the distribution of the money so in the hands of the assignees, in which the receipt holders claimed a preference over and above the general creditors to the extent of the grain covered by their respective receipts, the Supreme Court of Minnesota holds (In re St. Paul & Kansas City Grain Co., 94 Northwestern Reporter, 218) that the receipts, as contracts of pledge, were to be construed, in respect to their validity, independently of the promissory notes they secured, and those covering grain having in part an actual *situs* (situation) in the different states distinctively and in accordance with the laws of the state where the grain was situated at the time they were issued. The place of performance or enforcement of a pledge of personal property in the state where the pledged property is actually situated and its validity must be determined by the laws of that state.

The receipts in question were valid as to grain covered thereby, having an actual *situs* in Minnesota, but invalid as to grain situated in the states of Iowa, Nebraska and South Dakota. The statutes of those states have not changed the common law rule as to pledges of personal property and do not authorize a pledge of grain by the issuance of a warehouse receipt by a warehouseman for his own grain to secure his own debt in the manner here attempted.

Under the general rule that the operation of statutory law is limited to the state of its enactment, it is held that the grain and warehouse statutes of Minnesota have no force or effect upon transactions had in a sister state, and could not be invoked to sustain the receipts here in question. The receipts covering grain in the "system of elevators" of the grain company, without specifying particular elevators in which it was stored, are construed to have covered grain in Minnesota elevators only, and are held valid. Such receipts were not so indefinite and uncertain as to the grain intended to be pledged as to render them inoperative and void.

NEW GRAIN REGISTRAR.

The whirligig of politics has relegated Maj. Dan. Hogan, grain registrar of Illinois, to the rear, so far as the Gov. Yates machine in Illinois is concerned, being a *persona non grata* for the time being. Maj. Hogan has resigned, after having served as registrar since July 1, 1897; and on his retirement from office on July 31 the employees of the office gave him a dinner at the Great Northern Hotel, Chicago, and presented him with a gold watch.

Maj. Hogan's successor is Edgar C. Hawley of Dundee, Kane County, who was born in Cook County in 1850. His parents, says the Record-Herald, "moved to Kane County shortly after his birth, and he has been a resident of that county for forty-seven years. He was a merchant until 1893, and served his home town in the capacity of president and member of the village board a number of terms. He was elected to the legislature in 1888, and for three terms thereafter, his nomination being by acclamation each time. He was appointed to a position in the grain office five years ago, and

has been chief clerk of the registration office for four years.

"It is said that Mr. Hawley owes his appointment to the influence exerted by Senator A. J. Hopkins. The position of registrar pays \$2,500 a year."

CROP YEAR AT DULUTH.

The 1902-3 crop year for Duluth ended July 31 with gross receipts of 66,213,000 bushels, as compared with 61,286,000 bushels in the previous year. Wheat fell off 5,500,000 bushels, but coarse grain and flax show an increase of about 10,500,000 bushels. Following is the statement:

RECEIPTS.		
	1902-3.	1901-2.
Wheat	36,970,000	42,453,000
Oats	3,255,000	635,000
Rye	883,000	780,000
Barley	5,957,000	3,050,000
Flax	19,148,000	14,368,000
	66,213,000	61,286,000
SHIPMENTS.		
Wheat	33,888,000	36,764,000
Oats	3,213,000	1,246,000
Rye	860,000	867,000
Barley	5,941,000	3,040,000
Flax	17,167,000	14,281,000
	61,069,000	57,198,000

J. C. BRADLEY.

J. C. Bradley, who succeeded Mr. Bagwell by purchase at Rossville, Kans., last fall (taking possession on October 1, 1902), does a very considerable business in coal, flour, corn meal and ground feed in addition to his grain business. For the latter he has an elevator of 20,000 bushels' capacity; and he makes milling wheat and corn a specialty.

He manufactures feed and corn meal on his own premises, but buys flour from other mills, which is packed in his own sacks and wholesaled by him.



J. C. BRADLEY, ROSSVILLE, KANS.

The cattle feeders of his section are also heavy patrons of his feed mill.

Mr. Bradley's buildings are of stone; and his machinery is turned by a 65-horsepower engine. The elevator has just been repaired and enlarged by remodeling. It has a new dump and has been provided with a 1000-bushel elevator and warehouse receiving separator for wheat and oats.

In short, Mr. Bradley thinks he now has one of the best plants of its kind on the U. P. road in Kansas, and is entirely satisfied with his purchase.

Mr. Bradley spent a large part of his business life in lumber, but has had some six years' experience in the grain business.

No scientist has ever discovered an exterminator for the "Americus Grain-bearibus," and probably never will. A clear-headed correspondent says, "there is no bear so unreasonable as one who lost money trying to bull the market."—Pope & Eckhardt Co.'s Circular.

CAUSE OF DETERIORATION OF CORN.

[From Bulletin No. 41, Bureau of Plant Industry, U. S. Dept. of Agr., entitled "The Commercial Grading of Grain," by Carl S. Scofield, expert grain investigator.]

With the exception of the rather infrequent cases of insect damage of one sort or another, the one cause of the deterioration of corn in transit and storage in this country is excessive moisture.

Corn matures so late in the season over most of the area that produces a surplus, that there is not sufficient warm, dry weather to properly cure it, and the bulk of the crop usually goes into the crib damp and cold.

If it is shelled in this condition and put into store in large bins the grain has almost no opportunity to dry out properly. As long as the cold weather lasts the damage is slight, unless fermentation is accidentally started or the grain is unusually damp, but with the warm weather of spring the trouble begins. In the commercial world this trying time is known as the "germinating season." As a matter of fact, there is little or no actual germination of the stored corn at this time. It rarely develops as far as that. Some fermentative action takes place, equivalent to the preliminary stages of germination, but this usually results in stored grain in the development of sufficient heat to kill the germ.

Under ordinary circumstances, corn containing not more than 12 to 13 per cent of moisture at the beginning of the warm weather following its maturity will carry or store safely, but new corn, that is, corn soon after its maturity, frequently contains 20 to 22 per cent of moisture, and if not given opportunity to dry out during the winter, trouble will result when warm weather comes and induces fermentation.

When corn is left on the cob until the late winter or spring following its maturity, and is stored meanwhile in well-ventilated cribs, it will in most cases dry out sufficiently. But where earlier marketing is necessary other ways of curing must be had if the corn is to be carried safely through the spring season.

There are three things essential to the germination or the fermentation which precedes it—air, warmth and moisture. Without all of these it can not go on.

The moisture is the one of these easiest to control or to remove when it is present in dangerous excess. Therefore, when the temperature is nearing the line where the other two elements may result in damage, the moisture must be removed. Modern grain store-houses are so constructed that grain may be removed from one bin to another by means of transfer belts and elevators, and given a chance to air dry during the moving process. This process is called "running," and is frequently used to keep grain from going out of condition.

In the case of corn, however, this treatment, if used too frequently, results in breaking many of the kernels, and, therefore, damaging the lot to some extent; and the operation is also somewhat expensive where large quantities must be so treated. Within recent years commercial driers of one sort or another have been installed in some of the large warehouses. These driers all depend on the same principle—that is, that an increase in temperature increases the water-holding capacity of the air. In all of them heated air is passed through the corn until the superfluous moisture is removed. This process is known as kiln-drying. It is in disfavor with some persons in the trade, who claim that the heat injures the corn for manufacturing purposes, and further, that the damage by cracking and breaking in subsequent handling of kiln-dried corn is considerable.

There is apparently good reason for some of the disfavor in which the general practice is held, because there has been a tendency on the part of the managers of these driers to work on badly damaged lots of grain and mix the product with better grades.

So far as may be determined at present, the drying of corn at a moderate temperature can be only

a beneficial operation. If for certain purposes of manufacture the high temperatures ordinarily used have harmful results, it is quite practicable to use lower temperatures for longer periods or to carry the principle already used still farther and cool the air used for drying to a low temperature to precipitate the excess of moisture it contains and subsequently warm it enough to make it absorb the excess moisture of the corn.

However it may be done, it is evident that artificial drying of some kind will inevitably be more generally used to prevent the enormous losses now resulting from the excess moisture in corn.

LOCAL AND SPECIAL GRADES.

The development of commercial driers for corn and the specialization in manufacturing cereal products suggest the advisability of keeping in view the possible establishment of additional grades for local and special purposes as needs for them arise. This is particularly important in view of the remarkable work which has been done in improving varieties of corn, not only in increasing the yield per acre, but also in improving the quality; in other words, increasing the percentage of certain desirable constituents. The work that has been done in breeding varieties of corn which have a high percentage of oil and others with a low percentage of oil, and varieties with a high percentage of protein, and

corn from certain localities will be quite as distinctly recognized as being rich in specific merchantable qualities as is now the case in such varieties of wheat as the Fife, the Little May or the Mediterranean. This will naturally lead to a more logical classification of commercial corn on the basis of varieties or groups of similar varieties, and these classes may then be divided into grades, as at present. Such a classification would in no way conflict with the present methods of commercial dealing, since the trade organization of a market could determine what grades could be delivered on contract, just as is done at present.

The greatest need of the grain trade now, however, is the installation of an accurate method of determining grades in all cases of doubt and for the education of the judgment of the grain inspectors and the consequent uniformity of the work of inspection departments.

A NORTHWESTERN TWISTER.

During a recent storm at Minneapolis, occurring as early as between 7 and 8 o'clock in the morning, the wind attained a velocity of fully sixty miles an hour. During the blow the two large steel grain tanks of the Electric Elevator Company at Twenty-seventh Avenue and Fourth Street, S. E., were moved twelve feet from their foundations by the force of



TANKS AT ELECTRIC STEEL ELEVATOR COMPANY'S PLANT AT MINNEAPOLIS TWISTED BY THE WIND.

others with a high percentage of starch, which means a low percentage of protein, calls attention to the fact that it should be possible for the growers of these improved varieties to get them to those consumers who are willing to pay prices above the ordinary for these extraordinary qualities. It should be the function of the grain inspector to be able to recognize these special classes and to grade the grain accordingly.

It has been shown by Professor Hopkins of the University of Illinois that it is possible to judge by observation with reasonable accuracy the merits of different lots of corn as to the amount of protein and oil which they contain. He has shown that, since the oil of corn is found almost entirely in the germ, the relative size of the germ gives a fair indication of the oil content of the grain. Likewise in the matter of protein content, the hard portion of the corn kernel, that is, the somewhat translucent portion outside the germ, contains practically all the protein except the small amount in the germ. Therefore, the larger the proportion of this hard part of the corn kernel the larger the percentage of protein and consequently the smaller the percentage of starch. Manufacturers of corn grits and meal, where a granular product is desired, find that there is considerable variation in the relative yields of these products from different sorts of corn. . . . Other things being equal, the yield of grits or granular meal is larger from corn having the larger proportion of this hard material.

Corn breeders and progressive farmers are rapidly appreciating the importance of breeding special varieties of corn for special purposes, and it is probable that in the near future certain varieties of

the wind. The large steel plates of the two tanks were very badly twisted, as will be seen in the picture from the Minneapolis Times.

The tanks were in process of construction and were sixty feet in height. The roofs were not built. The material is not badly damaged, save for being bent and can all be used again. The construction company's loss will be in the neighborhood of \$3,500. Fortunately none of the men working on the building was injured.

MINNESOTA APPEAL BOARD.

Gov. Van Sant of Minnesota on July 23 appointed the members of the State Board of Grain Appeals, to serve for a two-year term. All of the old members were reappointed except A. J. Sauve of Crookston, whose place is taken by Martin Lilly of the same city. The members of this board receive \$3,500 a year. Three officiate in Duluth and three in Minneapolis.

The six appointees are as follows: James K. Stone, Montevideo; E. H. Pugh, Duluth; A. J. Strong, Alexandria; Franklin L. Greenleaf, Minneapolis; A. C. Aaby, Rock Dell; Martin Lally, Crookston.

The new warehouse law of Washington requires the operator to take out a license therefor, furnishing a bond in an amount to be named by the court of record, but not less than \$1,000 nor more than \$50,000, according to the grain storage capacity, conditioned on the faithful performance of his agreements as warehouseman. He shall report all accounts to the county court.

EPPINGER INDICTED.

The grand jury at San Francisco on July 18 returned a bill of indictment against Jacob Eppinger of the firm of Eppinger & Co., the count being one of obtaining money under false pretenses in hypothecating worthless warehouse receipts with certain banks. His bond was fixed at \$1,000 and was immediately forthcoming.

The San Francisco papers have given a great mass of testimony alleged to have been heard by the grand jury and in possession of the prosecutor, which, if it be to a degree true, discloses a most amazing scheme of deception covering years, which not only justifies the indictment above noted, but would seem to call for further counts covering the deception practiced upon farmers and the firm's customers abroad, both of whom have been apparently grossly defrauded by short weights.

It is alleged, for example, that while searching the late firm's warehouse premises at Crockett for the Pacific Coast Warehouse Company's books, the detective found a bored, or drilled, scale weight attached to one of the mutilated books which had been hidden with others in the oven of an old cooking range or furnace, once used in preparing food for the men about the warehouse. The detective paid little attention to the weight at the time, but a few days later, while continuing his investigation, he found several of these bored weights in the lining or stuffing of an old lounge. This strange kind of upholstery is explained by a witness whose affidavits are in the possession of the authorities. According to this man, it was for years the practice of the Pacific Coast Warehouse Company at Crockett to sweat both the farmer and the shipper or buyer of wheat. The captains of British vessels had frequent disputes with the men in charge of the warehouses over these shortages in cargoes. When they would arrive at their home port, the wheat was found to be several thousand pounds short when taken from the hold and weighed.

A weigher at Crockett tells of still another device for cheating used in the warehouse at that place. It was the practice, according to this man, to tamper with the movable scales by attaching a stone to the lever under the platform by means of a string. A small hole was bored in the floor of the wharf under the scales. Through this opening a piece of light cord was passed and a stone attached to it beneath the dock. The other end of the string was tied to the lever under the platform of the scales. A very small stone attached to the counterbalance lever in this manner would make a considerable difference in the quantity of wheat required to move the balance arm of the scales. The frauds in weight committed in this manner are said to have been very extensive. The principal merit of this device, as claimed by those who invented it, was in its safety from discovery. When the scales were moved the string was broken and the stone fell into the water under the wharf and all evidence of the fraud was thus disposed of. In this way the warehouse got the better of the farmers at the rate of two pounds per sack. In loading a ship the consignees were defrauded on a still larger scale. In addition to the deception by short weights on the scales, it was the practice, so the authorities are informed by former employees of the Pacific Coast Warehouse Co., to "cut out," or hold back, the fifth sack in loading ships. This was easily done. The grain going to the hold came down the chute and was weighed in five-sack lots, the weigher and clerk sitting at the scales on the platform above. After the five sacks had been weighed and entered by the clerk the man at the scales would raise the lever at the chute and permit the sacks to pass on down into the hold of the vessel being loaded. Frequently the lever would be brought down again in time to prevent the fifth sack from passing on into the vessel's hold, and the impounded sack of wheat would be weighed for a second time and charged to the ship. This performance was not repeated with every fifth sack that came upon the scales, but only occasionally. The English captains had "kicked" so vigorously that the warehouse gang had to use some caution in cheating them. In English ports

all the wheat arriving is carefully weighed, but in some foreign ports—those of South Africa, for example—the wheat is frequently discharged and loaded on the backs of mules for transportation to the interior without being weighed. It was with consignments to ports of this class that the fraud was most extensively practiced.

The authorities have, it is said, the affidavit of a weigher that on February 19 the British ship Strathgryfe finished loading a cargo in which 61,000 pounds excessive weight was charged as the result of drilled weights and the impounding of the fifth sack on the scales. In March the French bark Ville de Dijon completed her cargo of 22,332 sacks of wheat, which, according to the employe, was 111,660 pounds short, or, otherwise expressed, the vessel was charged for that amount of wheat not in her hold. This swindle was effected by the use of drilled weights and the sack impounding trick. The witness to this extraordinary fraud kept a complete record of all these proceedings at the warehouse scales. When asked how he came to take this precaution, he remarked simply: "I did not know but something might happen sometime and I wanted to be prepared to defend myself if necessary."

Whatever the losses to the creditors may be (and it is claimed that enormous losses by individuals

that the names of nonmembers of the Association who refuse to abide by the award of the arbitration board be published by the secretary and members of the Association be prohibited from transacting business with them until such time as the award shall be satisfied. All jobbers of grain, flour, and feed are eligible to membership, and, if living elsewhere than in a city having an association, may join those nearest their places of residence.

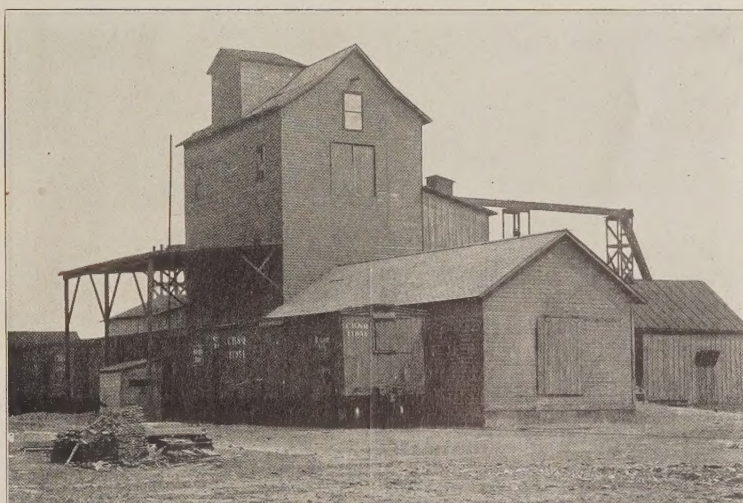
Charles R. Lull, B. G. Ellsworth and P. C. Kamm were appointed to draft a constitution and by-laws and report at a subsequent meeting.

The following shippers signed the roll of membership at the first meeting: L. Bartlett & Son, P. C. Kamm & Co., Meurer, Deutsch & Sickert, M. G. Rankin & Co., Charles R. Lull, Franke Grain Company, and Wisconsin Feed Company.

GAULT BROS., CRESTON, IOWA.

The grain dealers who so frequently visit Creston, Iowa, to attend the meetings of the Grain Dealers' Union, may not be aware that the elevator of Gault Bros. in that prosperous town is one of the oldest in southwestern Iowa. Yet it is only about 25 years old.

The builder of the house was Joseph Norton, who operated it for a number of years. Subsequently



ELEVATOR OF GAULT BROS., CRESTON, IA.

are not even reported to the press, being deemed hopelessly gone), it is known that the Eppingers will not encounter any financial difficulties in their private affairs, and that want is far from their door. Mrs. Jacob Eppinger has a large private estate which will keep the wolf from the door, and Herman Eppinger and Bernhard Ettlinger, other members of the firm, have enough on the side to prevent any distress on their part.

GRAIN SHIPPERS ORGANIZE.

What is announced as the preliminary steps toward the organization of a "National Grain Shippers' Protective Association" was taken at Milwaukee on July 30, when a meeting of grain shippers called by Chas. R. Lull, was held in the directors' room of the Chamber of Commerce of Milwaukee. It is the intention to interest shippers in all leading markets to form a national association to protect shippers from arbitrary defaults and other violations of contracts and agreements by receivers by posting for the benefit of members the names of wilful offenders.

A temporary organization was effected with the following officers:

President—C. B. Pierce.

Vice-President—P. C. Kamm.

Secretary and Treasurer—H. P. Sickert.

A plan of procedure will be issued at once which in brief will suggest that the several states shall be apportioned into groups with a board of arbitration for each, and, in the event of dispute, matters shall be referred to the proper board for settlement, the award of the board being final. It is suggested

it was owned by a Mr. Palmer; and in August, 1899, was purchased by Gault Bros.

They have since added many improvements to the property to make it modern and give it the conveniences not always possible for a country elevator to have twenty-five years ago. It has, therefore, now, a 28-horsepower engine and boiler, two stands of elevators, two dumps, oats clipper, cleaner, corn sheller of ten cars' capacity, and track scales. The owners will put in at once a seed cleaner also, in order to the better handle their increasing seed business. The storage capacity is 10,000 bushels.

The Gault Bros. handle coal also and deal in live stock. They also operate grain stations at Cromwell and Spaulding on the C. B. & Q. and Shannon City on the C. G. W. roads, all in Union County.

INSPECTION AT LA CROSSE.

At the request of the Listman Milling Company of La Crosse, Wis., heavy buyers of Minnesota and Dakota wheat, the Minnesota Railroad and Warehouse Commissioners have detailed an inspector to inspect and weigh grain at that point, beginning August 1.

The arrangements are the same as those prevailing under the Minnesota department at West Superior; and it is believed there will soon be business enough at La Crosse to keep two men busy.

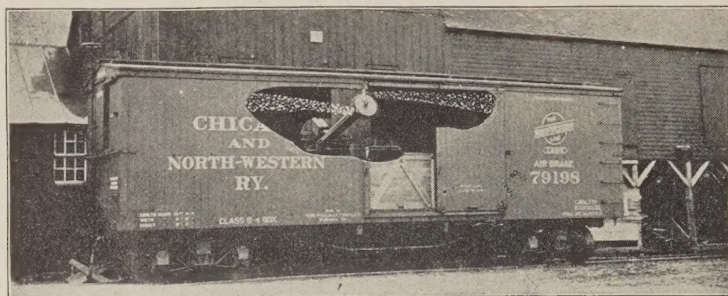
A message from Verona, Ill., said that the cyclone there on July 17 hurled eighteen cars, which were standing on the sidetrack loaded with grain, over 150 feet, and that part of one of the cars had fallen on top of a forty-foot elevator.

A NEW CAR LOADER.

The carloader has long since become a necessity in all well regulated and economically worked elevators, being so much cheaper than men. It is now only a question of the kind to use and this depends on personal preference.

The loader shown in the accompanying cut is of the screw conveyor type, and has some distinct advantages to commend it to attention. As the picture shows, it conveys the grain up grade and forces it into a rotary discharger in the center and at the top of the car. For this reason it is able to throw the grain to the ends of the car, as well as to load to the very roof, through the entire length of the car. This action is accomplished by means of a screw conveyor enclosed in a tube having a fan in the discharger drum which has openings as shown in the picture. The power required is slight and the speed is only sufficient to distribute the grain without injuring it, loading one or both ends of the car at the same time.

It is an advantageous feature of the loader that it can easily be adapted to more than one elevator chute.



SCREW CONVEYOR CAR LOADER.

Its rope-drive tension pulley is extended up to the top of the elevator 25 or 30 feet and is utilized also for an extension of the belt to farther chutes. The standard size of loader, 21-in. rotary, has a maximum capacity of 2,000 bushels per hour and requires 1 to 3 horsepower. The weight being only 125 pounds, it can be easily handled by one man with the block and tackle furnished. Where only one chute is used, the loader is supplied mounted on four small wheels running on a track extending from the inside of the building into the car. In this case the drive is by belt and gear.

Those interested in loaders are invited to address the manufacturers, the Iowa Grain and Manufacturing Company, Odebolt, Iowa.

CORN AT THE ST. LOUIS EXPOSITION.

Among the novel features of the agricultural exhibit at the Louisiana Purchase Exposition will be what the managers of the exhibit term "special exhibits," being, in fact, concentrated exhibits of the leading agricultural staples of the United States and dependencies. For example, the corn exhibit will include not only the tools and appliances used in its cultivation and production, but also those used in its manufacture into starch and other commercial products, as well as the by-products resulting from such manufacture, together with specimens of all varieties and types of corn grown in every state in the Union and elsewhere, all of which are to be assembled and exhibited in such manner that the good points of each may be easily determined by the interested visitor.

The space set aside for this exhibit is located in the center of the Palace of Agriculture, between two 20-foot aisles running the entire length of the building, and in the form of a parallelogram, 180 by 52 feet, and bisected by a cross aisle 10 feet wide, being so located as to present effectively from all directions the ornate design intended to cover the whole space boundaries.

When a design shall have been adopted for the covering of this space, all the states exhibiting will be expected to contribute not only material, but bear

a proper proportion of the expense of the finished installation. The exhibits proper upon the floor and walls will be duly labeled, giving each state, county and grower the credit which is due, while the ornamental superstructure will partake more of the nature of a composite, in which all may claim part.

In order to make the best possible showing in this exhibit, special prizes are offered by many state commissioners for the best 100 ears of any one kind of corn grown in those states this season.

NEW WAREHOUSE RULES.

Since the Eppinger failure at San Francisco and the scandalous showing that followed of the defects of the warehouse receipt system in vogue in that city, and the more recent suit brought by H. C. Horst against the Howard Company to recover for an alleged shortage in weight of 88,000 sacks of barley, a committee of the San Francisco Merchants' Exchange has prepared a new set of rules for the better protection of holders of ware-

house receipts. The five leading sections of said rules are substantially as follows:

Sec. 1. All warehouse receipts shall be made out strictly in accordance with the state warehouse law. [The receipts shall be descriptive and bear on their face a statement of all charges due.]

Sec. 2. Requires that the description shall be sufficiently exact to identify the particular grain for which the receipt is issued.

Sec. 3. Requires that all receipts for inspected grain shall be registered when issued with the Secretary of the Exchange, who shall indicate the fact on its face; and he shall also stamp on its face the fact of its cancellation when cancellation takes place.

Secs. 4 and 5. Provide that no receipts for inspected grain or receipts of a regular warehouse shall be registered until the chief inspector shall certify that the grain described by the receipt is actually in the place of storage and is marked as presented in Sec. 2 of the Rule.

MINING DEVICE UTILIZED.

The aerial tramway is a common device in mountain mining camps, which has been seized upon in eastern Washington and Idaho to solve the problem of getting grain from the farm to the railroad warehouse without long and expensive hauls over the devious mountain roads. R. C. Reblet, a well-known mining engineer, who makes a specialty of building aerial tramways, is now constructing two above the Clearwater, near Lewistown, Idaho. Speaking of these recently Mr. Riblet said to a Seattle reporter:

"I am now building two aerial tramways for the farmers of Lewiston, Idaho. They are not quite the first of their kind, as I put two in last year in other parts of the state, but they are still a very unusual feature of a farming district. In this particular place the farms are situated far up the mountain side, and owing to the state of the roads it is almost impossible to get the crops to market.

"For instance, with another harvest coming on, there is still a portion of last year's wheat that has not yet been gotten down the mountain side. Hauling crops in that vicinity is very expensive work,

especially owing to the fact that part of the way the grain has to be hauled on sleds and then transferred to wagons. With the aerial tram, all you have to do is to load the buckets, and gravity does the rest."

HOW TO PATCH A BURSTED GASOLINE ENGINE CYLINDER.

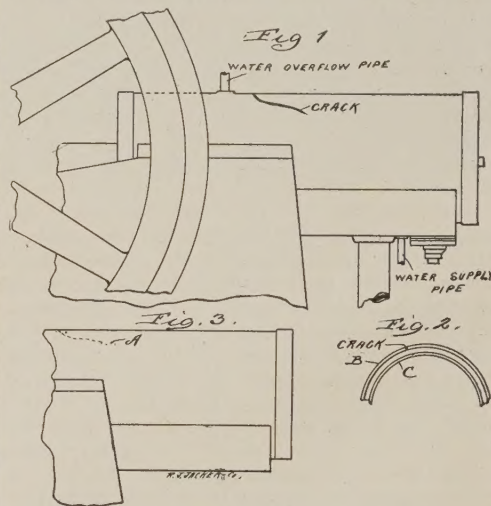
BY S. A.

Inasmuch as gasoline engines are, in a great many elevators at least, one of the most important machines in the house, and inasmuch as operators of these engines will sometimes forget to draw off the cylinder water on a cold day when shutting the engine down, with the result that in the morning there is a bursted cylinder, it seems to me that a knowledge of a successful method of patching such leaks would prove of inestimable value to the millers using such engines.

As a general rule, the inner wall of the cylinder is not bursted. If it is, the only thing to do is to buy a new cylinder. Many people attempt to repair one of these cylinder cracks by shrinking one or two iron bands on to the cylinder, but this seldom is effective. The method which, to my knowledge, is most successful is to proceed as follows:

Fig. 1 is a partial view of an engine, showing the location of the supposed crack. Fig. II. is a sectional view at the point of the crack. Fig. III. shows the crack repaired.

The first step, of course, is to gradually warm the cylinder and thaw out the ice and then draw off the water. Drill small holes, say 3-16-inch in diameter, as shown at A, Fig. III. These holes should be staggered on opposite sides of the crack and should be about 2 inches apart. Drill the holes clear through the outer shell B, Fig. II., and into but not through the inner shell C. Then countersink the holes on the outside. Cut threads in the holes, take some studs of the proper size and screw them into the holes, drawing them up close, first on one side and then on the other. Cut off the studs



a little higher than the outer surface of the cylinder. Then rivet the ends of the studs into the countersunk spaces. Take a V-shaped chisel and chip along the crack, making a V the full length of it; or, this can be done with a straight edged chisel. Solder with ordinary solder, filling up the V and of course using the "pickle" ordinarily used by tinnermen to make the solder adhere.

On the solder hardening, the crack will probably be found closed, although it may leak a little at first. If it does so, let it alone and in a few days it will probably lime or rust and entirely close.

Of course the crack may sometimes occur around the valves or in some such place where it is impossible to apply the above remedy, but in most cases it will be found to be a very effective, as well as neat, method of stopping such a leak and will save the miller much delay and expense in shipping his cylinder to the factory to be repaired or in having a man come from the factory to do it.

On August 2 Toledo sent a second cargo of 700,000 bushels of wheat to Chicago within sixty days.

MEETING OF GRAIN DEALERS' UNION AT CRESTON, IOWA.

The mid-summer meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was held at Creston, Iowa, on the afternoon of July 31. A number of important subjects were brought up for discussion, among those of most consequence being the disciplining of those members, principally in the southwestern territory, who were conducting a scalping business outside their own stations.

It was shown that on account of a scarcity of grain these dealers had gone into outside territory and demoralized conditions. Secretary Stibbens advocated strenuous measures for bringing these dealers to terms, and unless scalping by members ceases, expulsion from the Union and advertising all such to the trade await those who continue these practices.

President Hunter of Hamburg called the meeting to order at 2 p. m. and said: "To-day I am a little bit uncertain as to what to say to you. It is a pleasure to me to meet with you during the year, but we have to-day more or less trouble all through this territory. Unfortunately the men who have been causing the trouble, some six or eight in the southwestern part of the state, are not here. The only way that I know is to go to them personally. We would have seen them before this, but circumstances would not permit. Your officers have been busy and there has also been a lack of funds in the treasury, so that we have not been able to do all we would like to have done. We are better off now, however, financially, and will visit this territory soon. We also have some arbitration cases to come before us this afternoon. If any one has any difficulties in his territory we should like to hear from him. It will also be interesting at this time to have members' views on the crop outlook."

D. Currier, Prescott: The crops are gone entirely in our territory. We were in the hail strip and were cleaned out.

M. Hennessy, Orient: The prospects for corn crop with us are poor. A great deal of the corn is small and late. Oats is half a crop. About 15 bushels to the acre and very light.

J. Edmonds, Hawthorne: If we get a half crop of corn we will do first-rate. The winter wheat is blighted and of poor quality. Spring wheat is only fair. Will have an average crop of spring wheat and oats.

J. R. Jones, Phelps City, Mo.: In our neighborhood crops are in poor shape. Oats will make 15 to 20 bushels to the acre and are very light; are especially poor in low land.

Mr. Eaton, Emerson: The crop is light in our neighborhood.

J. L. Gwynn, Imogene: Half of our acreage is about a week to ten days late. With late frost will have three-quarters of crop of corn. The other half will not do so well. As a whole, if we have favorable weather from now on, we will have from two-thirds to three-fourths of a crop. Oats crop is best we have had for several years. Spring wheat will be a fair crop.

N. N. Turner, Cumberland: We will have a fair crop of oats and wheat. Corn will be late. At Stanton the oats are in good shape, with corn late.

W. M. Hewett, Lenox: Corn is very late and our oats were hurt by the hail.

C. P. Harris, Westboro, Mo.: About half a crop of corn. Oats will be light.

J. W. Shambaugh, Clarinda: Will have more than half a crop of corn.

D. A. Dunlap, Fontanelle: We will have half a crop of corn and two-thirds crop of oats.

C. M. Boynton, Creston: The crop is a very uncertain quantity at this time, and I do not believe we can tell what will be the outcome. Fully half the crop is late, but with favorable conditions it may turn out more favorably than they look now.

Secretary Stibbens: You all remember that when we organized this association in 1896 our principal object was to get rid of the scoop shovelers. When we have a good crop we have very little trouble, but when we have a short crop then some of our

members go out into their neighbors' territory and do a scalping business. They pay more for corn than prices warrant because they need it. There is no difference whether the dealer buys it himself or has some one to buy as a blind for him. The scoop shovelers you now have are your own members and in your own territory. If these members who are doing a scalping business do not confine their business to their own stations they will be expelled from the association and advertised to the trade.

In order to give time for the meeting of the governing board and the arbitration committee to consider questions that were to come before it the meeting adjourned.

CRESTON NOTES.

Perhaps the quarterly meetings had better be continued.

The Chicago market was represented by M. L. Vehon, representing Rosenbaum Brothers.

Creston representatives included Sam Parke, with Weare Grain Co.; E. J. Rodgers, with Martin &

G. W. SONGER'S NEW ELEVATOR.

On January 28 last the elevator of Collier & Songer, Freeland Park, Ind., containing 86,000 bu. of grain, collapsed and became a total wreck. The house was evidently overloaded; and when the bin supports on the driveway side gave way, it spread itself and its contents over several hundred square feet of land.

After this accident, in which the loss was about \$8,000 on building, and a little more on grain, G. W. Songer bought out his partner's interest in the business, and proceeded to erect the sightly elevator shown in the accompanying picture. Besides being a "fine looker," this elevator (a cribbed structure, ironclad) is one of exceptional strength and convenience. No expense has, in fact, been spared to make it so strong that a repetition of the former accident is impossible.

The capacity is 40,000 bushels, against a nominal capacity of the original house of 75,000 bushels. In addition to the dumps and elevating machinery,



NEW ELEVATOR OF G. W. SONGER, FREELAND PARK, IND.

Slack; C. M. Boynton, with J. F. Harris & Co.; Jos. Norton, with P. P. Williams Grain Co.

Dealers in the southwestern territory need a revival every once in a while to keep them from backsliding.

The dealers who came up from Missouri were: J. R. Jones, Phelps City; C. P. Harris, Westboro; Charles Sawyer, Westboro; T. P. Gordon, St. Joseph.

The following dealers attended: P. Kilmartin, Malvern; D. A. Hunter, Hamburg; Wm. Daugherty, Red Oak; S. B. Fritz, Pocahontas; D. N. Dunlap, Fontanelle; W. F. Johnston, Fontanelle; J. W. Berry, Clarinda; G. E. Wilson, Hepburn; J. W. Shambaugh, Clarinda; C. M. Boynton, Creston; N. N. Turner, Cumberland; E. A. Van Schoiack, Elliott; D. A. Currier, Prescott; J. L. Gwynn, Imogene; S. E. Wainwright, Lennox; H. B. Farquhar and M. Hennessy, Orient; J. R. Giles and W. N. Hewitt, Lennox; John Gilmore, Imogene; J. M. Wray, Jas. Gault, Creston; C. A. McCarty and H. G. Abraham, Prescott; J. Edmonds, Hawthorne.

The insurance companies in California have lost heavily this year on standing grain burned in the fields. The great fire on Union Island, near Stockton, in June, when between 7,000 and 8,000 acres were burned over, cost them over \$150,000.

the elevator has a Marseilles Sheller and Cleaner and a steam power plant in a detached building. The elevator is now ready for business.

A YEAR'S EXPORTS.

Following is a condensed statement of the export of grain (by bushels) for the fiscal year ended June 30, 1903, from some of the leading ports:

Port.	Corn, bu.	Wheat, bu.
Baltimore	16,773,812	6,847,262
Boston	4,946,308	6,429,178
Galveston	4,346,406	16,308,842
New Orleans	14,420,917	17,836,356
New York	13,746,679	17,403,409
Philadelphia	8,209,775	5,361,407
Portland, Ore.		8,657,932
Puget Sound		6,720,606

The total exports of breadstuffs at ten leading ports was as follows, as expressed in dollars:

	1902.	1903.
New York	\$40,272,920	\$43,380,879
Baltimore	28,675,640	28,266,436
New Orleans	17,766,276	24,888,732
Philadelphia	20,692,347	19,738,326
Galveston	7,649,784	15,414,378
San Francisco	17,532,910	13,692,602
Puget Sound	12,646,598	13,574,008
Boston and Charleston ..	16,768,852	12,469,198
Newport News	15,025,072	11,331,048
Williamette	10,141,901	9,592,996

CONVERTED.

"I don't believe in arbitration,
I'll run my own affairs," said he;
"I will not brook outside dictation,
The matter must be left to me."
But presently the other party
Began to press him to the wall,
Whereat he gave indorsement hearty
To arbitration after all.

—S. E. Kiser in Record-Herald.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NO STATION BUT LOAN SACKS.

Editor American Elevator and Grain Trade:—We have no sack-renting station here, but the loaning of sacks is still in vogue here. We would be willing to do anything in reason to abolish this nuisance.

Respectfully,
Shelbina, Mo. CROW & WHALEY.

NO TROUBLE WITH SACK NUISANCE.

Editor American Elevator and Grain Trade:—We have no sack-loaning depot here, and are not troubled with the nuisance. So far as I know there is nothing of the kind along the K. C., St. J. & C. B. R. R.

Yours truly,
Corning, Mo. F. W. WALTER.

NEVER BEEN BOTHERED WITH SACKS.

Editor American Elevator and Grain Trade:—We have never been bothered with sack loaning, except oats sacks, and have cut them out this season. There is no loaning station here; and instead of loaning grain sacks we sell them to our customers.

Yours truly,
Laddonia, Mo. WILDER & PEARSON.

FIRST CAR NEW WESTERN WHEAT.

Editor American Elevator and Grain Trade:—In your issue of June 15 you make note of receipts of new wheat at different points. On Saturday last, June 11, we received the first car of new Western wheat that came to this market. It graded No. 2 Red Western, and brought 82½c. It was shipped from southern Indiana.

Yours truly,
Baltimore, Md. THOS. H. BOTTS & CO.

HAVE NOT ENCOURAGED SACK LOANING.

Editor American Elevator and Grain Trade:—I have never encouraged the sack-loaning nuisance, and have not loaned any for the last three years, and intend never to loan any again. I trust all my brethren in the grain trade in Missouri and elsewhere where this evil still exists will take a firm stand and refuse to encourage it.

Respectfully yours,
Dixon, Mo. WM. HELLER, JR.

IN THE SAME OLD RUT.

Editor American Elevator and Grain Trade:—We are still in the same old rut—loaning sacks. My competitors are putting out sacks on these lines: "No sack rent, regardless of whom wheat is sold for, and six months' time." How is that?

I have tried to get this sack business on a better basis, but as long as this lasts I don't see how it can be done. I hope to see the day when this kind of business will be done away with.

Yours truly,
Rocheport, Mo. T. J. CANOLE.

MARITIME EXCHANGE INSPECTIONS.

Editor American Elevator and Grain Trade:—During the season of 1902-03, say from July, 1902, to June 30, 1903, there was cleared from the port of New Orleans: 13,717,487 bushels corn, 17,289,279 bushels wheat, 114,690 bushels rye, a total of 31,121,456 bushels grain.

During the same period the Grain Inspection Department of the New Orleans Maritime and Merchants' Exchange, Limited, inspected for export

28,482,519 bushels; or rather more than five-sixths of the total quantity cleared; the remainder being divided amongst the other exchanges of New Orleans, Kansas City and St. Louis, or went forward without any inspection.

Yours truly,
New Orleans. H. S. HERRING,
Secretary.

NEEDS IT IN HIS BUSINESS.

Editor American Elevator and Grain Trade:—Enclosed find \$2 for two subscriptions to the American Elevator and Grain Trade. Send one to myself as heretofore and one to Almon D. Priest, Bowdon, N. D., as we can't very well keep in touch with the grain business without it.

Prospects for an excellent crop in Wells County are very flattering at the present time; and several new elevators are projected in different towns.

Yours truly,
Bowdon, N. D. H. U. BROWNLEE.

COMPLICATIONS OF THE SACK QUESTION.

Editor American Elevator and Grain Trade:—We are as heavily burdened with the sack-loaning custom as any community could be, and were prevented from improving our situation this past season on account of the shortness of the crop. We have, however, a mill of 400 barrels' capacity to deal with; and this mill has 80,000 sacks to let, free. This has been our great stumbling block. While, of course, it is admitted that the mill must be allowed practically as much wheat as it needs, still we have not been able to get the shippers hereabouts sufficiently close together to throw up the sack question, regardless of the conditions.

The most fear seems to be that outsiders will think it an opportunity to get in if the sacks are done away with, and dealers hesitate on that account.

The Blank Commission Company let Oswald Bros., farmers, have a thousand or two sacks about three weeks ago and they are now hauling their wheat to the railroad and loading it out.

The farmers never approached any of the grain men for sacks, but simply stated that they believed they could make more out of it by shipping themselves. But we do not have much trouble along this line.

However, it is important to note and would be a serious matter if we decided to do away with sacks ourselves. The company has made express denial, I believe, in letters to Stibbens some time ago, of engaging in business of this kind.

Yours very truly,
Boonville, Mo. JAS. H. WOOLDRIDGE.

REASONS FOR JOINING THE NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—We are sending the following circular letter to non-members of the National Hay Association:

"To the Hay Trade—Gentlemen: One of the first questions to be put on the presentation of a business proposition to the average American is: what is it worth to me? We believe that the Chicago convention answered this question for the hay dealer, when it adopted the following amendment to Article 7 of our Constitution:

"When any member may have a cause against a corporation, organization or individual, the determination of which may be a matter of general importance, they shall, after investigation and upon a majority of the Board of Directors agreeing thereto, take legal or such other action as may be necessary to obtain a proper decision in regard to the matters in controversy."

"This is comprehensive and to the point and only again demonstrates that the National Hay Association is an organization that exists solely for the purpose of fostering and protecting the legitimate hay trade of our country, by being always ready to put the full force of its organization behind any effort to protect its members. Should it not have the loyal support of every hay dealer, shipper and receiver?

"The expense is light, the benefits large. More and more are we all feeling the need of closer business organization and co-operation. If you are interested, write to the Secretary at once. Your

check for \$5.00 will pay all dues up to the St. Louis convention of 1904, and you will be listed as a member in the new directory."

JOHN L. DEXTER, President, Detroit, Mich.
P. E. GOODRICH, Secretary, Winchester, Ind.

COMMISSION MEN DEFENDED.

Editor American Elevator and Grain Trade:—In the Hay and Grain Reporter, issue of July 27th, a hay man at Rose, Mich., attempts to traduce commission men; in other words, to "throw mud." We, however, would advise him to go slow, as usually a mud slinger gets dirtied himself. He apparently has a grievance; but he gives only one side of the case (if it can be called that, as it really is a judgment from his standpoint); and usually it takes a hearing of both sides before a fair, impartial and righteous judgment can be rendered.

Now, before we proceed further, let it be distinctly understood by all readers of this article that we are not the people with whom this party has had any dealings, but we write simply in defense of the commission men, among whom we count ourselves. He has assailed all commission men, when he says commission men are like good Indians: "All good Indians are dead Indians;" and that the commission business is a skinning business, and that a man must be a skinner before becoming a commission man.

Our firm has been in existence over five years, and the writer had over seven years' experience before that; and our host of shippers, many of whom have been with us since our start and with the firm the writer represented before that time, all appear to be satisfied with their treatment; which evidence, of itself, is ample proof that this man's statement is not true. What is true with us in this case is also true with other commission men in this and other cities.

As the matter appears to us, this man has a personal grievance; and if he will only take advantage of it, he also has his remedy. You say, where, what and how?

Why read his own statement. He says he has been a faithful member of the National Hay Association and nearly all of his shipments have gone to members of that Association. Now, as a good member of that Association should, why does he not present his grievance to the committee of arbitration and investigation of that body? This committee not only can but will take up his case, and if it has merit will give both him and his commission men a fair and impartial hearing and render a verdict according to the evidence. Has he taken this step? His statement does not say so.

However, giving him the benefit of the doubt, he may perhaps have shipped to some irresponsible commission man who has taken advantage of him. If such is the case, he should not pass judgment on all commission merchants, placing them all on the same footing; nor "take his dishes and go home" like children; but that should be a further incentive for him to work all the harder to drive such unscrupulous merchants out of business. In this latter attempt we assure him he will have the hearty support of all honest, responsible and reliable commission men.

The N. H. A. is not run exclusively by commission men, as a reference to the records and roster of the Association will readily show. The shippers outnumber the receivers two to one; and it is a fact that for three times before the present administration has the highest officer been a shipper. At the present time the presiding officer is also one of this man's fellow members of the Michigan Hay Association.

In one respect we agree with him: that arguing a thing to a standstill at every meeting will not bring about desired results. What is needed is action, and action will not only bring about results but also justice.

Action is what this party has failed to take, when he failed to present his case or cases to the committee of arbitration and investigation of the National Hay Association. He should not condemn before giving the condemned a fair trial. This

latter is what he is doing, as is shown by his own statement.

We sincerely hope he will see the error of his way, and by attending the hay association meetings become wiser by meeting his fellow business associates.

Very truly yours,
Pittsburg, Pa. GEIDEL & CO.

A COMPLAINT OF DISCRIMINATION.

Editor American Elevator and Grain Trade:—Replying to your letter of the 30th in regard to our complaint against the Illinois Central Railroad Company, filed with the Interstate Commerce Commission, we would say that the Illinois Central Railroad issued a circular, effective July 1, 1903, levying a charge of \$5.00 per car on hay reconsigned from Cairo, Ill., their object being to force through billing from initial point.

For years we have been billing our hay from all points in Illinois to Cairo and then reconsigning from there; and it is of great importance to us to be allowed to do this, chiefly because the railroads cannot furnish cars with promptness. To sell in advance and then order cars involves too much delay at some stations, and some orders would become very old if we had to fill a particular order from a particular station; whereas, if we have a common point to which we can bill all cars, then we can distribute them to advantage, filling our oldest or most urgent orders first. Then, too, few local agents are capable of issuing through bills of lading, not being supplied with through tariffs.

We hold that when we pay full local rates to Cairo, when a car arrives at Cairo one contract is accomplished, and if we desire to forward the car from there, the Illinois Central Railroad may possibly have a right to charge us the local published rate applicable on shipments of the same class originating at Cairo, but they certainly have no right to charge us \$5.00 per car in addition thereto.

We also charge that this circular discriminates against hay in favor of grain and grain products in that it permits reconsignment of the latter without extra charge if not held for more than ninety days, whether unloaded or not, subject, of course, to the car service rules.

Yours truly,
Terre Haute, Ind. T. M. KEHOE & CO.

AN ARBITRATION.

The arbitration committee of the Grain Dealers' National Association (I. P. Rumsey, Warrent McCray and Jay A. King) has just affirmed a decision of the arbitration committee of the Grain Dealers' Association of Oklahoma and Indian Territory, in the case of J. Rosenbaum Grain Company of Chicago vs. Hunter & Co. of Okarche, O. T., establishing the principle that "parties are liable for balances arising from sales made for future delivery." The text of the decision is as follows:

The papers in the case of J. Rosenbaum Grain Co., Chicago, Ill., vs. Hunter & Co., Okarche, O. T., on appeal from the Grain Dealers' Association of Oklahoma and Indian Territories to this National Association, are received and examined. With the evidence placed before us, coming from the above association with their decision, and having no further evidence, though they state in their decision that there was a large amount of "oral testimony" of which we have no copy, we can find no reason for reversing their decision but consider the evidence before us as amply sufficient for their award, for the following reasons:

1st. The telegrams and letters show conclusively that Messrs. J. Rosenbaum Grain Co. have had an open account with Hunter & Company, selling their cash grain and also selling and buying grain for future delivery, executing their orders in the usual and regular way. That a telegram was received from Hunter & Company, dated Oct. 3, 1902, reading: "Close out margin Oats and Corn," and they replied under even date, advising Hunter & Company of closing out 10,000 May Corn at 43½ cents, 5000 May Oats at 33½ cents and 30,000 May Oats at 33½ upon their telegraphic order and notifying them that it left due to J. Rosenbaum Grain Co., the amount of \$313.35, for which they asked remittance.

The telegrams and orders referred to us show that J. Rosenbaum Grain Co. acted wholly upon their instructions and took no responsibility as to whether it left a balance in their hands in favor of Hunter & Company or in favor of J. Rosenbaum

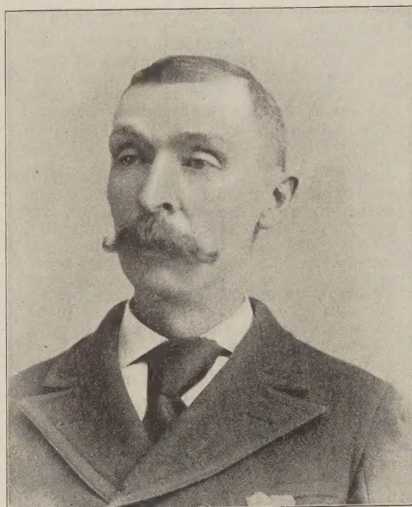
Grain Co., which would be sufficient to confirm the decision of the Arbitration Committee of the Oklahoma Association.

2nd. The claim of Hunter & Company regarding the closing of their trades when the margins had expired, we do not consider a valid plea. Regarding future trading, it is a recognized right and a principle in purchases and sales made for future delivery, that the commission man has a right to demand reasonable margins for protection; and when these margins are not sufficient in his judgment, or expire, he has a right either to close the trade, or to call the party for whom the trade is made additional margins and hold the principal liable and responsible for any additional loss that may accrue before receiving instructions from the principal as to whether he remits margins as called or to close the trade; and, not receiving such instructions in a reasonable time, or, if the reply is not satisfactory, it is then his duty to at once close the trade and to account to the party, his claim for any difference being held as valid.

We confirm the decision of the Arbitration Committee of the Oklahoma Association.

W. H. JOHNSON.

W. H. Johnson, who represents the Borden & Selleck Company in the Southwest, with headquarters at St. Louis, has been for over 30 years directly connected with the milling and grain trades,



W. H. JOHNSON, ST. LOUIS.

both as operative and representative of supply and construction firms.

Born in 1856 at Durhamville, N. Y., of English parents, he turned in 1871 to the trade of his father and brothers, and became a miller's apprentice at Janesville, Wis. In 1890 he took a position with the Nordyke & Marmon Company as traveling salesman, and for the next eight years made contracts for the construction and remodeling of mills by that company. He has since been employed by The Wolf Company of Chambersburg, Pa., the Allis-Chalmers Company of Milwaukee, and the Mitchell-Parks Manufacturing Company of St. Louis.

His experience, therefore, will make him a particularly useful man to the patrons of the Borden & Selleck Company.

AMENDING THE MANITOBA GRAIN ACT.

Hon. Clifford Sifton on July 24 introduced in the lower house of parliament at Ottawa a bill to amend the Manitoba grain act of 1900. Some of the provisions of the law as amended as proposed are as follows:

Section 3 provides for the appointment of deputy commissioners. There is now a grain commissioner who has many duties to perform under the act, and it has been found quite impossible for one man to take charge of the work, which has enormously increased; and it is generally admitted that more than one officer is required.

Section 4 makes provision and arrangement that what are known as track buyers of grain shall take out licenses.

Section 5 makes provision regarding the duties of weighmasters. It requires the weighmasters to keep a record of the fact when a car is leaking or in bad order.

Section 7 gives the commissioner power to deal with disputes regarding applications for elevator sites.

Section 8 removes the provision which gives the commissioner discretion respecting the keeping an account of the grain removed, stored and shipped.

Section 9 provides that the act shall not require the receipt of grain where there is not sufficient accommodation in the elevator.

Section 10 repeals the provision which in the present act makes the holder of a receipt not liable for storage charges after the expiration of seven days from the receiving of the notice requiring the grain to be shipped.

Section 11 deals with the power of any person having grain stored in the elevator to order a car to be placed at such elevator.

IOWA GRAIN DEALERS.

A meeting of the Sioux City branch of the Iowa Grain Dealers' Association was held at Sioux City on July 28. There was a large attendance, and an interesting program.

State Senator E. L. Hogue accused the line elevator companies with creating a practical monopoly of the grain business in the country towns, which they are extending to lumber, coal and building materials, these companies being, the Senator charged, "in league with the railroads," who will not permit the erection of rival elevators. The Senator gave some sensational details to support the latter charge.

Another feature of the meeting was an address on corn culture by Prof. P. G. Holden of the state Agricultural College. During the day Prof. Holden conducted a corn judging contest, in which H. E. Brown of Sergeant's Bluff won the first prize of \$5; L. W. Wheeler of Laurens, second (\$3), and J. C. Pearson of Pierson, third (\$2).

W. C. Whiting of Whiting, member of the Iowa Commission of the St. Louis Exposition, offered a gold and silver trophy to the Iowa farmer producing the best ten acres of corn in 1903. It will be called the "Whiting Trophy," the design of which is an ear of corn standing upright on a black, square base. The shuck, which is made of solid silver, is divided at the top and folded back to the base of the ear, exposing about three inches of the tip of the ear. The kernels are made of solid gold. The design is thought to be the richest one that has ever been offered for an agricultural product in the United States. It is valued at \$450. It was the original idea of Mr. Whiting for the state exposition commission to pay for the trophy, but when it was seen that the appropriation was running short Mr. Whiting determined to give the award himself if state funds were not available. Hence, if an additional appropriation is not procured from the state for the Iowa representation at the St. Louis Fair, Mr. Whiting will defray the expense of the trophy. It is to be made a permanent institution in Iowa, and the corn growers will from year to year compete for it. Provision is to be made for the appointment of judges from year to year by the chairman of the department of agronomy of the state Agricultural College at Ames. The name of the winner of the trophy is to be engraved upon a silver plate on the side of the cup.

In his address Mr. Whiting urged the grain dealers, when they returned to their homes, to encourage the farmers to raise as fine grain and grasses as possible and to send their best specimens to the state Agricultural College this fall for exhibition, after which they will be taken to St. Louis for the Iowa exhibit at the Exposition. The products will be exhibited at the Fair in the grower's name.

Geo. A. Wells, secretary, who presided, read a paper on "Transportation and Terminals," dwelling on the matter of losses of grain in transit and in railroad yards before reaching the terminal elevators.

M. E. DeWolf, vice-president, Laurens, also delivered an address, and Secretary Geo. S. Forest of the Iowa Corn Growers' Association explained the objects of that organization.

A car of new No. 1 white oats reached the Chicago market on July 20. It was the first car of this grade in a number of years. It sold at 41c.

MEETING OF SOUTH MINNESOTA AND SOUTH DAKOTA GRAIN DEALERS' ASSOCIATION.

The second annual meeting of the South Minnesota and South Dakota Grain Dealers' Association convened at Holcomb Hall, Minneapolis, Minn., on the afternoon of July 15.

On account of the illness of President J. L. McCaull, and Vice-President A. W. Bingham being also absent, A. F. Brenner, of Minneapolis, was called to preside.

The first order of business was the reading of the secretary-treasurer's report by C. A. May as follows:

In making this, my first annual report, to this association, I shall endeavor to make a brief and concise statement of the work done during the past year.

The association has received during the year 20 new members, making a total enrollment of 163 members in good standing, representing 780 elevators.

There are about 1,000 elevators in the territory covered by this association, which leaves about 220 elevators that there would be any probability of adding to the association in the future. All these elevators are practically enjoying all the benefits of the association, and should become members.

The treasurer's report shows a cash balance of \$1,327.97, besides office fixtures to the amount of

I also wish to acknowledge the kindly disposition of the members and their hearty co-operation in the work.

The treasurer's report showed balance on hand August 20, 1902, of \$101.78, with receipts for the year making a total of \$4,298.34; disbursements, \$2,970.37; leaving a balance on hand July 1 of \$1,327.97.

The chairman appointed the following committees: On nominations: Henry Rippe of Fairmont, A. H. Betts of Mitchell, S. D., F. E. Crandall of Mankato, Geo. Shanard of Bridgewater, S. D., and W. H. Chambers, Minneapolis; on resolutions, F. E. Crandall of Mankato, E. A. Brown of Luverne, C. W. Gillam of Windom.

A paper was read by State Weighmaster P. P. Quist as follows:

WEIGHING GRAIN AT MINNEAPOLIS.

It may be truthfully said that an established standard of weights and measures is an evidence of high civilization; yet it matters not how true the recognized standard may be unless all weights and measures are made to conform to the adopted standard. Human experience has taught us that just as the counterfeiter seeks to defraud by making and circulating spurious money; so we will find men who will endeavor to defraud by false weights and measures. In fact, wherever commerce exists there will be men prone to take advantage of their fellow men. This may be a weakness of human nature—to thus deceive and cheat; and for that very reason laws have been enacted and safeguards provided in order to protect the dealers in grain from being defrauded. Business men are not angels, but are beings subject to temptations, and in many instances are liable to yield if it pays well financially, and they feel reasonably sure that they will not be detected. Hence, in order to remove temptation from the grain dealers at terminal points in the state, and to protect the country shipper, the legislature enacted laws establishing the state grain department.

Those of you who are familiar with the history of this state will remember that it was only after great agitation over the state at large, and only after the very strongest demands from the country elevator men, that the state grain department was established. The question has often been raised whether the state or a commercial body, such as a board of trade or chamber of commerce, can best serve the dealers or producers of grain in handling their product at the terminal markets. The state stands as an arbitrator between the buyer and seller; it treats both with equal fairness; it is disinterested, as it has no financial interest, its only care being to see that justice is done. Can this be said of a commercial body whose members are interested either as buyers or sellers of grain? The question is best answered by those vitally interested.

The state weighing department does not hold the very unsatisfactory position of being a mere figure-head in the handling and weighing of the immense volume of grain that pours from the western country into the terminal markets of the state, but supported by laws that provide supervision by competent men who are under no obligation to either party concerned, as they know that their position does not depend upon the good or ill-will of mill or elevator people where they might be stationed, and with each weighman under a substantial security bond of \$5,000, thus being personally responsible for the results of his work, there is almost certainty of correct and accurate weights. The department aims to be an active and energetic factor in the labor of securing correct weights, making constant effort towards the improvement of the service, by advising the adoption of the most modern equipment, and striving for everything that tends toward the assurance of equity to all parties involved.

The methods of grain handling have changed wonderfully in the last two decades. The hand-shovel has given way to the powerful scoop operated by steam power; the small screw conveyor has been displaced by the rapidly moving flat belt; the diminutive elevating leg has been increased to more than three times its original size; the old fashioned garner has been abandoned for the newer style which discharges its load of 1,500 bushels in less than three minutes; the 200-bushel hopper is no longer in use, but in its place is the immense hopper of wood or steel with a capacity of from one to two thousand bushels. The old plain scale beam is obsolete, and instead is used the modern type registering beam which is a marvel of simplicity, and its value to the securing of positive records would be hard to compute. Instead of the plain scale hopper without any means of knowing whether or not there was a leak from hopper, or with no positive knowledge that no part of a given draft was held back in the hopper after being weighed, we now have a reliable automatic device that covers the points in question, and is being installed and used in this terminal system with the best of results.

Shippers, generally, may not know that the state weighing service means more than the supervision of the weighing. But it does mean more than that. As stated before, it is the intention of the department to be an active agent in the weighing business, and we make thorough and careful examination of every mechanical detail which can in any way have relation to the weighing, and the employees of the department are not daunted by the whirling clouds of grain dust that envelop the gigantic elevating plants, nor is the matter of danger considered when it is necessary to go under the heavily loaded scales to search for some apparent binding condition, or

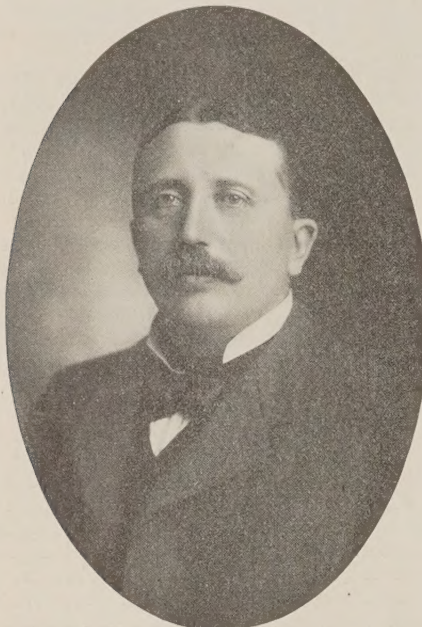
descend into an empty grain bin 85 feet deep to make an examination for a possible break in a loading spout. This realistic part of the work soon proves to the state employee in the weighing service that the position is no sinecure, but requires care and judgment other than that which is needed to receive a state check at the end of the month.

I want to avoid tiresome statistics, but to give an idea of the vast volume of grain weighed by the Minneapolis department, will state that during the past ten months of the present grain year 189,952 cars of grain have been weighed, and if made up into a solid train, allowing forty feet for the length of each car, the train would be 1,440 miles long, a distance equal to that from New York City to Fargo (North Dakota). And since the inception of the department seventeen years ago, a solid train made up of the cars weighed during that time would encircle the earth at the equator! An amazing statement proven by actual figures, and shows the enormous production of the Northwest for the world's consumption in grain alone.

Regarding the shortage claims that arise, a study of the subject leads us to believe that the question of error is the smallest item that enters into the question, for during the past ten months out of the 189,952 cars weighed, 11,183 have been reported in "bad order."

The total of bad-order cars is more important to us when it is shown that 3,679 cars had leaky grain doors; 2,223 were leaking in body of car; 895 had seals broken; 3,145 arrived with no seals, and 1,241 reached this terminal with side or end doors open. It is evident to all concerned that this great number of bad-order cars ought not to exist, and it is our mutual business and duty to examine into the case to discover if possible what the real cause is.

From examination and investigation of leaking



A. F. BRENNER, MINNEAPOLIS.

President South Minnesota and South Dakota Grain Dealers' Association.

\$175, making the total assets of the association, \$1,502.97. The July assessment was passed, as we had funds sufficient to carry on the work of the association.

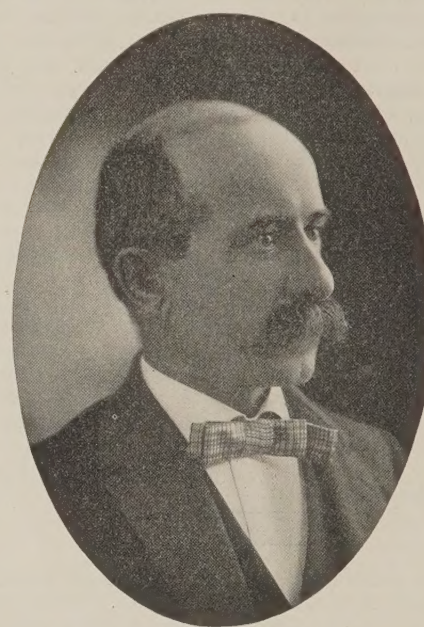
The governing board have done but little work in arbitration during the past year, only one case being considered. There have, however, been several differences referred to me which I have succeeded in adjusting. There has been no provision made in the constitution for a board of arbitration. I would suggest, as arbitration is one of the most important features of association work, that the constitution be revised, giving the president power to appoint a board of arbitration. This would prevent the impression among dealers that they will be denied the right of appeal to the National Association.

The usual number of local meetings have been held, and I am pleased to say that, in general, a friendly feeling exists among the local dealers. I believe in frequent local meetings, as it gives the dealers a chance to become better acquainted, and more in touch with each other, thereby promoting a general feeling of good fellowship. I am sure that both time and money are well spent in attending these meetings, and I am certain every dealer here present will agree with me in this.

As secretary of this association, I have used my best endeavors to promote the work of the association, and to secure for each member all possible protection, keeping in mind the law, the public, and the general good of the members.

The association work should, I think, continue along the same line that we have followed. The campaign should be one governed by reason and common sense, and with the one and only object to improve trade relations, remembering that the association can exist only so long as it keeps within the bounds of law and justice.

This association is fortunate in having a president and governing board who, by their wise management, greatly assisted in the work of the association, and I here wish to thank them for their efficient work.



E. A. BROWN, LUVERNE, MINN.

Vice-President South Minnesota and South Dakota Grain Dealers' Association.

grain doors and leaky cars it is apparent that aside from actual wreck in transfer, careless coöperation and poor cars, unfit for hauling grain, are the main causes of loss of grain by leaks in transit. The fact that 3,145 cars arrived with no seals and 895 with seals broken argues that greater care ought to be used by the railroad companies, for cars with no seals and with seals broken are just as liable to pilferage as the astonishing number of 1,241 cars that arrived here with doors open.

The above figures positively point to the fact that greater care must be exercised by all, in order to eliminate the chances of loss in transit, either from leaks as a result of poor coöperation or the liability of loss by pilfering. Elevator men generally are practical men who know what bumping and rough handling a car is subject to, and ought to let no car leave their elevator or station without knowing personally that it is coöpered securely enough to stand the trip to destination, and also ought to know that their car is properly sealed on every door to protect themselves in case of the possibility of tampering and pilfering.

Often a leak occurs in transit and is temporarily fixed or coöpered by the train crew. Such a car may arrive in the terminal yards with no visible indication of having leaked grain, and in such a case it is impossible for the department to determine the cause of the apparent loss, but seems to be one of the chances that exist and that must be taken by the grain handlers. Before a car is loaded the interior lining should be examined, for several bushels of grain can find its way behind a car lining, which grain can not always be gotten out or may not be seen when car is unloaded.

The law ought to be observed when loading cars with grain, by placing in each car a card with the weight of contents written thereon. Then when the car is weighed, in case of apparent shortage, immediate investigation could take place before other cars were handled, and if the cause existed in mill or elevator it is plain that the chance of discovering it would be almost certain, and it would be more

difficult to locate a cause of shortage a week or a month after the car was weighed and the particulars forgotten.

The state has even determined to protect the shipper's interest before his car has reached the unloading mill or elevator, and has maintained a force of special detectives and watchmen with police authority, who have made a vigorous and systematic patrol of the Minneapolis terminal yards.

I can safely say in conclusion that in no branch of industry has there been greater improvement nor more marked development than in the business which you represent, and since necessity is the mother of invention, it is safe to predict that the end has not yet been reached, for as long as the flow of grain from the west and northwest continues to fill the world's granary, the rising generations will benefit by your experience and the results of your efforts, and will find their way easier because of the problems that you have solved and demonstrated for them.

Responding to a question, Mr. Quist said a record of shortages was kept at his office and that the consignee could gain any information by asking for it that the department was able to give. He said that the department did not know the consignor or consignee, but if a card was put in the car giving the weight of the grain, he thought it would be a good thing.

Mr. Truax said the Chicago weighing department advised the shipper as to the cause of any shortages and he thought it would be wise for the Minneapolis department to do the same.

W. M. Bell said that at Milwaukee, if there was a leak in any part of the car, or there was a broken seal, the same was noted on a ticket which was sent to the receiver. If the receiver then notified the shipper it would show him the cause of the shortage, if any.

Mr. Kingsbury made a motion, which carried, that the question be referred to the Governing Board for action.

Senator Geo. A. Stibbens of Chicago made an address on association work.

G. C. Julius Spoerri, secretary of the Wisconsin Grain Dealers' Association, was called upon and said the Wisconsin Association was new and in comparison with other associations was not so large; thought the Minnesota Association had done the grain men of the Northwest a great deal of good. Made them broad-minded and more tolerant with the result that business was conducted on a legitimate margin. Some men figure that they have done a good business because they have done a certain volume of business. There is no greater mistake. If you have been loaning bags, or have been unable to see a load of grain go by your door, or if you pass by your competitor without speaking, you are making a mistake. All these things have been made better by association work.

W. M. Bell of Milwaukee extended an invitation to the Association to hold its next meeting at Milwaukee.

The report of the committee on resolutions was read by Mr. Crandall as follows:

Resolved, That Sec. 1 of Art. III of the Constitution be amended to read as follows: "The officers of this Association shall consist of a president, vice-president, secretary-treasurer and a governing board composed of the president and five other members of this Association."

Resolved, That Sec. 4 of Art. III of the By-Laws be amended to read as follows: "The secretary-treasurer shall give a bond for not less than \$3,000, which bond shall be filed with the president; said bond to be with some fidelity company, approved by the governing board."

On motion by W. H. Chambers, the report of the committee was adopted and made parts of the Constitution and By-Laws.

The report of the committee on nominations was read and adopted as follows: For president, A. F. Brenner of Minneapolis; vice-president, E. A. Brown of Luverne; Governing Board—A. A. Truax of Mitchell, S. D.; Geo. H. Shanard of Bridgewater, S. D.; W. B. Parsons of Winona, Minn.; W. H. Chambers of Minneapolis, and F. C. Kingsbury of Heron Lake, Minn.

A motion prevailed by W. P. Devereaux that a vote of thanks be tendered J. L. McCaull for his services during the past year and that the secretary be instructed to forward a copy of the resolution to him.

W. H. Chambers introduced the question of the advisability of adopting rules for governing the Association in cases requiring arbitration, and sug-

gested that the Association take some action along this line.

The president said he thought it should be the board of directors' duty to make provision for levying assessments. He found no provision for this in the Constitution and By-Laws. He also thought the governing board should meet more frequently.

G. D. Rogers, secretary of the Minneapolis Chamber of Commerce, read a paper on the "Grain Trade of the Northwest." As an introduction, he made a few remarks on the evils of bucket shops, showing their relation to the legitimate grain business and the inimical effect they had on the grain markets. He said in part: I have but a brief time to address you and but a brief address to offer. As grain men you all know that one of the evils to-day is that of bucket shops. They are bad in inception, bad in their methods, and their results are bad. There is a difference between legitimate speculation and the bucket shop. As a rule, speculators are buyers of futures. If the speculator goes into the market and buys futures, he pays the premium, and the tendency of the buying is to send the market upward, thus benefiting the producer. In the case of the bucket shop, the tendency is to lower the market. If there were no such thing as speculation there would be no such thing as a regular market for grain.

E. A. Brown announced a meeting of the Tri-State Indemnity Association, with the request that all those interested be present.

After a motion had carried that the board of directors appoint delegates to attend the meeting of the National Grain Dealers' Association, the meeting adjourned.

GRAIN BELT NOTES.

The visiting secretaries were Geo. A. Stibbens of Chicago and C. Julius Spoerri of Wisconsin.

The Chicago market was represented by E. Gerstenberg, H. Hahn and Frank Landers of Gerstenberg & Co.

Iowa sent J. J. Quinn, of Britt; M. T. Shepherd, Sioux City; J. C. Hearing, Riceville; J. H. Sheridan, Bancroft.

James Wilson, representing C. D. Holbrook & Co. of Minneapolis, distributed some useful literature among the dealers.

A large delegation attended from the Minneapolis Chamber of Commerce, showing the receiver's interest in the Association.

The Milwaukee market was represented by W. M. Bell, of W. M. Bell & Co.; J. B. Meigs, representing Mohr-Hohlstein Commission Co.; M. V. Harrington, of the Milwaukee Elevator Co.

Those from South Dakota were: M. T. Shepherd, Gayville; M. King, Utica; A. A. Truax, Mitchell; Geo. Shanard, Bridgewater; John Doering, Parkston; D. D. Hofer, Emery; D. M. Hofer and F. Rich, Bridgewater; H. Ripple, Farmer; J. M. Bennett, Flandreau; J. G. Ostratt, Lake Preston.

Dealers from Minnesota who attended the meeting were B. P. St. John, Heron Lake; D. C. Harrington, Pipestone; A. H. Renike, Lake Wilson; J. A. Campbell, Dundas; J. J. Donahue, Winona; J. R. Murrell, Wycoff; George A. Tate, Balston; E. A. Brown and J. P. Coffey, Luverne; F. E. Crandall and John LaDue, Mankato; W. P. St. John, Windom; V. E. Butler and F. C. Kingsbury, Heron Lake; H. Dittes, Franklin; C. W. Gilham, Windom; J. J. Geip, Clara City; A. Ostberg, Kensington; H. Rippe, Fairmont.

JUDGING BARLEY BY POINTS.

After an examination of the various barleys (all German) awarded prizes at the last Berlin show, the barley expert, F. Schönfeld, expresses his approval in *Wochenschrift für Brauerei* of the system of judging by points; since the barleys selected by the judges, in accordance with this system, proved to be the best. He, however, suggests that certain modifications should be adopted, grains of medium size being taken as the standard, whilst the normal weight per 1,000 grains should be fixed at fifty grains weight, and this point should be taken into consideration in association with the weight per

bushel. The determination of moisture should also be performed; but examination for percentage of albumin should be confined to barleys selected for championship prizes.

The majority of the prizes were taken by samples of Imperial barley, the Chevalier varieties coming next, and country barleys last. The first-named kinds have a lower percentage of albuminoids and a higher average weight per bushel than the others, consequently their cultivation for malting purposes should be encouraged, and endeavors made to provide suitable means of cultivation for obtaining a really fine product. Moreover, since unmixed barleys, true to name, are capable of furnishing excellent malting barley, pure seed should be used, notwithstanding the fact that most of the prize-winning samples were of mixed origin.

CHAS. E. PATTERSON.

To be styled deserving is a sort of compliment that many a man would receive unsought for. It is a kind of faint praise—an expression that would be considered too watery to do much permanent good to the individual on whom mild-mannered friends had showered it. What we all want is to get just a little bit better than our just deserts,



CHAS. E. PATTERSON, BATTLE CREEK, MICH.

and while here and there an individual is found who deserves success as well as achieves it, yet in the majority of cases fate seems to take delight in bestowing success on those who are far from meriting it, while the best that some can do towards achieving it is merely to deserve it.

In presenting the subject of this sketch, however, Chas. E. Patterson, manager for McLane, Swift & Co. of Battle Creek, Mich., we show the portrait of a man who has achieved as well as deserved success. Battle Creek, Mich., on account perhaps of its salubrious climate and its sanitoriums and pure-food institutions which tone the mind and invigorate the body, has been a Mecca in recent dates for many meetings of grain, hay and flour associations. At all of these gatherings Mr. Patterson has been one of the most prominent dispensers of Battle Creek's hospitality.

As the picture shows, Mr. Patterson might be convicted and sentenced for the atrocious crime of being a young man, and his first experience in the grain business was gained with W. W. Alder of Lafayette, Ind. It was in February, 1902, that he became connected with his present firm and has now charge of the corn, oats and rye accounts.

That he has been successful is shown by the fact that McLane, Swift & Co. are figuring on adding to their present elevator capacity and extending the business which has already grown to large proportions.

THE WISCONSIN GRAIN SHIPPERS ASSOCIATION.

The Wisconsin Grain Shippers' Association held its first annual meeting at Whitefish Bay, Milwaukee, on July 22. The morning session opened at Metropolitan Auditorium with an attendance of about seventy-five shippers, and in the afternoon the members were taken by boat to Whitefish Bay, where the program was completed. At Whitefish Bay they were the guests of the receivers and commission houses of Milwaukee, and a regal supper was served after the session ended.

The morning session was called to order by President Thomas E. Torrison of Manitowoc; and B. G. Ellsworth, vice-president of the Milwaukee Chamber of Commerce, was introduced, who made an address of welcome. Mr. Ellsworth welcomed the dealers very heartily, in behalf of the Chamber of Commerce, and also dwelt at some length on the present conditions surrounding the grain trade in that territory. He laid especial stress upon the fact that grain which was bought right could be sold right. When grain was bought without due margin there was trouble in store for every one having a hand in taking care of it. He also said that the Milwaukee grain houses did not believe they were getting their share of the Wisconsin grain. Milwaukee is the largest primary barley market in the world, and if country shippers and Milwaukee merchants work together, Mr. Ellsworth thought the city would be put on the map again as a grain center.

President Torrison: I am informed that at a meeting of grain dealers it is necessary for the president to make an address. Our meeting a few months ago was our first one, and we are consequently in our infancy. We have no past history, so I will have to cut the past out and talk only of the future. We have promise of a future and the number here gives a good augury for our association. The objects of this Association are so well set forth in the preamble to our constitution that I will not attempt to improve on it, but will read it. It is our hope that the Association will prosper, that each member will profit by his membership in it. A grain shipper should be posted. One object in getting together into a large association is that we broaden our views and look upon little meanesses as too small to practice. Very much of our work so far has devolved upon Mr. Spoerri, who will make his report to you later.

The president appointed the following committees:

On resolutions—H. D. Corning, Kilbourn; E. L. Barnes, Milton; T. F. Williams, Beaver Dam.

On nominations—S. M. Knudsen, Mondovi; A. K. Taylor, Milwaukee; Louis Laun, Elkhart Lake.

Mr. Spoerri being called upon, made a preliminary report, in which he alluded to the formation of the organization a few months ago, and said the greatest thing he had to contend against in working up an interest in the Association was indifference among grain shippers. There are about 500 shippers in the state, representing about 750 grain elevators. In response to the first 500 letters which he had sent out, only 10 applications for membership were received. He had held four local meetings and found that there was very little friendliness among shippers in the state at large. It was not unusual to find competitors in the same town not on speaking terms with each other, which fact seemed to presage ill both to the dealers and to the Association.

The meeting adjourned after arrangements had been made for the dealers to take the steamer Eagle at 2 p. m. for Whitefish Bay.

AFTERNOON SESSION.

A pleasant ride by the steamer Eagle brought the dealers to Whitefish Bay and the meeting was called to order in Assembly Hall at the Bay at 3:30.

Secretary G. C. Julius Spoerri read his reports, giving names of members of the Association. He followed this by naming the various reasons why grain shippers should become members of the organization. If dealers would become acquainted

with each other and arrive at better terms with each other it would result to the best interests of the entire trade.

The treasurer's report showed receipts from membership together with dues for May, June and July, \$367.00; expenditures, \$288.91, leaving a balance on hand of \$83.69.

On motion the report of the secretary-treasurer was accepted and filed.

An address was made by E. P. Bacon of Milwaukee, in which he said in part:

"I shall not detain you long, the hour being late. In choosing a subject to talk to you about I have not selected one perhaps especially adapted to the grain trade. My subject will interest all classes of people. There is looming up before us at the present time the question whether the corporations of the country shall control the government or the government the corporations. We are all aware that within the past few years there has been a great growth of industrial combinations of capital, but I think we are unaware of how great this growth has been. Representative Littlefield of Maine stated, in his remarks on the bill which he presented before our last senate, that there were over 450 industrial combinations in this country whose combined capital amounted to over \$9,000,000,000. This enormous sum can only be comprehended by comparison. All the efforts, however, for any effective measure to control these corporations were rendered useless by the influence of the corporations themselves and there was finally merely passed an amendment to the act creating the department of commerce, establishing a bureau of corporations to which reports are to be made by corporations, giving such information as the Commissioner may require; the information to be given to the President and as much of it made public as he shall deem proper. The corporations also demonstrated their power over legislation when in the last congress they eliminated all the important features from the Elkins law.

"It is certainly time for something to be done if the people can have no legislation except that which the corporations of the country will permit them to have. I appeal to you to take this question up with your representatives in the United States Congress and with your members of state legislatures and see that the interests of the people are to be regarded instead of the interests of the corporations."

Mr. Templeton addressed the meeting; and said that grain men of Wisconsin should regard their individual interests more closely and try to devise means for eliminating the bad features from their business.

The report of the committee on resolutions was adopted as follows:

"Inasmuch as a systematic effort is being made to organize a grain shippers' asso. in the state of Wisconsin, and believing that such an organization is the means of promoting the grain interests of the state to the best advantage, and this convention being assembled to-day to further such a movement, we recommend that every member take it upon himself to acquaint the trade with the work of the Association, enlisted their united efforts.

"We further recommend that every grain dealer present to-day, who is not a member of this Ass'n, join same at once, handing their membership to the secretary before returning home. We believe the asso. can accomplish many things for the grain shippers throughout the state, and believe it to be the duty of every shipper to lend their moral and financial support to the work of the Wisconsin Grain Dealers' Association."

A paper was read by Geo. A. Stibbens, secretary of the Grain Dealers' National Association, on the subject "Terminal Methods of Handling Grain" as follows:

I have been requested by your secretary to talk about "Terminal Methods of Handling Grain." This subject is of such importance to the grain trade, I fear I cannot do it justice. Some terminal markets and some railroads have become so negligent in caring for the shippers' grain in years gone by that we are now confronted with the great problem of solving the difficulty.

True, we have some terminal markets which have up-to-date weighing departments that are continually striving to eliminate every possible obstacle standing in the way of honest service and correct weights. The one great curse of the trade is political weighing and inspection departments; and until the time comes when they can be placed under a civil service law, the evil will continue, and it is now up to the grain trade to combine its greatest influence in bringing about the relief needed.

Few country dealers have any conception of terminal methods of handling grain; neither are they

expected to have much knowledge along that line, except that received through the secretary of the association to which they belong. In all large terminal markets, the inspection tracks of the various railroads are located fifteen to twenty miles from the city, where the grain is side-tracked for the purpose of inspection, and in a great many instances that is where shortages commence, because a great many inspection departments have the careless faculty of knocking off the top boards of grain doors, but they do not protect the grain by replacing the boards they knock off. After the grain is inspected it must be moved from ten to forty miles to be delivered to the elevator or connecting line.

Thus you can readily see, the loss of grain begins as soon as the grain commences to move from the inspection yards, as a great many cars are left in condition that the grain will begin to spill out over the grain door, on account of the boards having been removed by the track inspectors' helpers and the loss of grain continues as long as the car is moving. This practice will continue until every track inspector is held strictly accountable for the grain he inspects, and also until such time as the governors of various states appoint men for the heads of these departments purely on account of their ability to properly conduct them, with a view of securing the best possible service for the public at large; but to-day we find these appointments are made to please some politician, and that is why every politician of any importance is against a civil service law, because he realizes, or rather imagines, if such a law was enacted, it would destroy the patronage that he deals out to keep himself solid with the smaller fry.

Shortages have occurred as far back as we can remember, but they have been greatly eliminated in certain terminals, on account of honest officials, but shortages will be handed down to the next generation, because they will continue to occur as long as the present sealing system of the various railroads continue. No commission merchant can go to any railroad company and secure the seal record on any car of grain, for the reason, if the railroads furnish it, they give evidence to the owner of the grain that will enable them to collect for a shortage. A car of grain standing in any terminal market may have the seal broken twenty times, and each time the car will be re-sealed with the seal bearing the same number as the original seal; therefore, the car arrives at the elevator or connecting line apparently with seals intact. Thus you will realize that the present sealing system, so far as protection is concerned, is a delusion.

Until the trade brings pressure to bear upon the transportation companies to properly protect railroad yards at terminal markets, shortages will continue indefinitely. The railroads discover cars leaking in transit; and if to any extent, the car is repaired by their employees, and upon arrival at destination all trace of leakage is so smoothly covered up that it is impossible to secure the proper evidence to collect a claim for shortage. A great many of the railroads in terminal markets have no police protection, and when called to their attention oftentimes they will place watchmen in the yards for a short time, but if business becomes dull with them they discharge the watchmen and very often forget to put them back.

If thieves break into the freight houses of the various railroads and steal property of any kind, the goods are paid for without protest, but if the seals of a car are broken and grain stolen it is next to an impossibility to prove your claim and collect the damages. In all terminal markets having up-to-date weighing departments, properly conducted, shortages are caused in inspection yards; by leaking in transit, and by pilfering of cars standing in unprotected yards. Markets not having well regulated weighing departments are also subject to the last three named abuses, as well as the greedy avarice of the people who are inclined to want an average at the end of the year.

Country shippers of grain should bear in mind that they too must assume certain responsibilities to prevent shortages, as a great many of them occur on account of their negligence by not properly coöperating the cars they load. When cars are scarce country shippers will load grain into cars that should be relegated to the scrap heap, trusting they will stand the strain to point of destination. This is a mistake. When cars are set in on your side track to be loaded, it is your business to refuse to load any and all cars that are not in good condition, and as soon as you commence to do this, the railroads will realize they cannot force you to load "any old thing." Since making personal examinations of cars in various terminal yards, I am fully convinced that there is something radically wrong with the construction of cars. A string of loaded cars standing on a side track, seemingly in good condition, will show leakage as soon as the cars are moved, consequently a large amount of your grain is lost in transit and you are the losers.

With all these evils confronting you, is it any wonder that the grain trade has organized?

A large amount of the shortages are caused by women and boys pilfering cars, but if arrested they are usually reprimanded and turned loose on account of the small amounts stolen, which simply encourages theft; and until such time as our courts realize the importance of giving this class of criminals the extreme penalty of the law we can hope for little improvement. Police protection of railroad yards, a better sealing system, and improvement of the present car equipment, are the most serious questions that we now have to contend with from the standpoint of the receiver and the shipper. These problems can be solved in time by a united trade but in no other way; and the very fact of holding these wrongs up to be scrutinized by the

public eye will in a very large degree help to remedy them.

H. A. Foss, Chief Weighmaster of the Chicago Board of Trade, read a paper on the subject, "Weights at Terminal Markets," as follows:

I believe that the improvements in the methods of handling grain have more than kept pace with improvements in other lines. Were the crude ways of grain handling employed by our ancestors still in vogue it would not be possible to handle the amount now necessary to be raised for the sustenance of mankind. Necessity has always been the mother of invention and the great increase in the production of cereals has brought about vast changes in our methods.

In illustration of this, the first shipment of grain from Chicago to the East by water was only 78 bushels, and was made in 1838, the sale of which was considered large at that time. This record-breaker was, however, doomed to be short lived, for in the following year, grain men were startled by the enormous sale of 3,678 bushels which was all to be carried by one vessel.

The growth of sales and cargoes have continued until now, single cargoes often reach as high as from 270,000 to 351,000 bushels. This advance has not been confined to sales and conveyances alone, but has extended to matters which effect both the large

terminal weighmaster. If the grain lines in cars were placed there with any degree of accuracy and the test weight of grains would always remain the same, regardless of conditions, it would then be possible to know approximately what is loaded onto a car without weighing, but as the density of grain (even of the same kind) varies to such a large extent, it is difficult to make an intelligent estimate. In view of all this, how can a shipper know whether or not he is getting his just dues at the terminal markets when he does not weigh his grain and has but a vague idea as to what his out-turns should be? And in case of loss through defective cars or wreckage, what evidence has he on which to base a claim for loss? The shipper who has not an accurate knowledge of the amount he loads must needs have great confidence in the stability of grain cars and implicit faith in all mankind.

The time is near at hand when steel and stone must form the basis of scale construction, and I believe that, when time and accuracy are taken into consideration, construction of this sort is decidedly economical. In fact, the first cost should not be taken into consideration at all in the construction of frame and foundation of a scale, as sacrifice in this line will ere long prove to be very expensive. Too much cannot be said against poor construction of frames and foundations, and when these two points receive the proper consideration from build-

The question of admitting commission men as members of the Association was discussed, but a motion to amend the constitution so as to allow them to join the organization was laid on the table. The meeting then adjourned for the banquet.

NOTES OF WHITEFISH BAY.

Any one desiring information on lake boats can gain such by inquiring of Weighmaster Foss.

H. M. Creel, Special Find Agent of the United States Department of Agriculture for Wisconsin, Minnesota, North and South Dakota, was in attendance.

Cincinnati, Ohio, and Winona, Minn., were the extreme markets represented, there being from the former W. S. Gilbraith, representing J. M. McCullough's Sons, and from Winona W. F. Andrews, representing the Western Elevator Co.

The Chicago delegation consisted of Chief Weighmaster H. A. Foss, National Secretary Geo. A. Stibbens; J. G. Martin, with Northern Grain Co.; W. C. Affeld, with Albert Dickinson Co.; F. A. Stote, with Hay and Grain Reporter; John E. Bacon, with "American Elevator and Grain Trade."

The following Milwaukee commission firms were represented: L. Bartlett & Son Co., by B. G. Ellsworth; W. M. Bell & Co., by W. M. Bell; Chas. R. Lull, by C. R. Lull and H. M. Stratton; E. P. Bacon & Co., by E. P. Bacon and W. P. Bishop; Fargo Bros., by John Foley, Jr.; Mohr-Hohlstein Commission Co., by O. Mohr, G. C. Hohlstein and J. B. Meigs; Runkel, Dadmun & Sullivan, by E. H. Dadmun; Milwaukee Elevator Co., by J. A. Mander; Owen & Bro. Co., by D. Coughlin.

The boat ride and dinner at Whitefish Bay was a complimentary affair given by the commission merchants of the Chamber of Commerce, and when the final adjournment was taken in the afternoon there were almost a hundred guests to accept the grain merchants' hospitality. The best which Milwaukee's caterers could procure was provided and both sea and plains had been searched over to provide fitting delicacies for the occasion. There was music by an orchestra within the hall and the tall trees on the one side and views from Lake Michigan on the other were an agreeable change to the ordinary surroundings of the grain man's table. After the conclusion of the dinner there was a brief period of speech-making, after which the return was made to the city.

The following grain dealers were in attendance: Charles Bergman, Eau Claire; S. N. Knudson, Mondovi; J. H. Johnson, Montford; John Maegerlein, Sauk City; G. J. Biddick, Livingston; Andrew Foot, Waukesha; Thos. E. Torrison, Manitowoc; J. S. Blakey, Union Grove; John B. Audley, Hartland; W. N. Shepherd, Whitewater; E. M. Larson, Stockholm; C. Olson, Stockholm; H. D. Corning, Kilbourn; August Schnelle, Manitowoc; Louis Laun, Elkhart Lake; G. H. Flood, Eden; C. E. Dusenberry, LaCrosse; E. L. Barnes, Milton; G. R. Featherston, Milton; A. B. Day, Eldorado; S. H. Simonson, Oak Center; William Sink, Markeson; C. A. Smith, Fairwater; R. E. York, Portage; William F. Andrews, Winona; H. B. Grave, Kiel; J. H. Timm, Plymouth; C. W. Mory, Appleton; E. McIntyre, Waldo; R. A. Ritchie, Manitowoc; G. P. Rockstad, Morrisonville; F. E. Hill, Dousman.

NEW ELEVATORS FOR MILWAUKEE.

Two elevators are to be erected at Milwaukee in the near future, one by the C. M. & St. P. R. R. Co. and the other by a private corporation whose name is not made public.

The railroad elevator will be located in its own yards; and the private house on a site opposite that of the Pere Marquette Ferry on the Kinnickinnic River. The houses will be fire-proof in order to avoid the insurance charge (\$26 per \$1000) that have kept the present houses in idleness for a large part of the year.

A new low record of 29 cents at the river was made on No. 4 white oats, though billed on July 17.



WEIGHING THE BABY.

with apology to nearly Chicago Americans.

and small dealers directly, viz., improvement in scales and methods employed by terminal weighmasters, whose unhappy lot, it sometimes is to become the scapegoat for all unsatisfactory conditions.

There is considerable doubt as to how the early shippers arrived at the weights of their shipments, but I believe it must have been by measurement; for history tells us that the Chicago Board of Trade, which was not organized until 1848, was largely instrumental in securing the introduction of the system of measuring grain by weight, which initial step opened the way for the subsequent great improvements in the methods of handling and weighing grain. The Chicago Board of Trade was also a strong advocate of the cental system, which is that of computing by the hundredweight instead of by the bushel. If the cental system were made a national medium of settlement, the confusion resulting from the bushel method would be eliminated and there would be a saving of time, worry, labor and expense. This is a matter that should be considered by all those interested in the grain business.

The gradual installation of weighing machines consequent to the Board of Trade's influence made a disinterested weigher a necessary factor; hence, the creation of the Chicago Board of Trade Weighing Department.

At this time scales were an expensive luxury, consequently they were little used outside of terminal markets; and I might add that although we are now living in the twentieth century, a large percentage of shippers are still using the antiquated methods of guessing they did in 1848.

There is no doubt that the practice of guessing at the amounts loaded by shippers has caused more or less estrangement between the buyer, seller and

ers, such things as tottering hopper scales and dilapidated and decayed track and wagon scales will be rare instead of common.

I have with me copies of a pamphlet which the Chicago Board of Trade Weighing Department issued for the benefit of the grain trade. You are welcome to these, and in closing I will say that when using scales, do not overlook the precautions mentioned in my pamphlet on pages 49 to 50 and keep your scales clear and free from all obstructions, thereby saving lots of ill-feeling, harsh words and necessity of adjusting imaginary wrongs.

I have here a drawing made by one of our tally-men entitled "Weighing the Baby," which I would call a zoological illustration of an even balance scale. It is not what would be termed a high-arm scale, but what could consistently be called a high-leg scale.

The report of the committee on nominations was read by J. A. Manders as follows: President, Thos. E. Torrison, Manitowoc; vice-president, G. P. Rockstad, Morrisonville; board of managers,—Louis Laun, Elkhart Lake; R. E. York, Portage; S. N. Knudson, Mondovi; James Templeton, Templeton.

Mr. Torrison declined the office on account of his various business interests, as he said he could not do justice to the work of the Association. His reasons were overcome, however, by the committee and the report of the committee was adopted as presented.

MEETING OF THE MICHIGAN HAY ASSOCIATION.

The third annual meeting of the Michigan Hay Association convened at Battle Creek, Mich., at Phelps Sanatorium, on August 5 and 6, 1903. There was a large attendance, over 150 hay shippers from all parts of the state being present. President J. A. Heath of Lenox called the meeting to order in the gymnasium of the Sanatorium at 3 p. m., and said that before commencing the meeting it was fitting that they should ask the aid of divine providence in their deliberations. The invocation was made by Rev. W. S. Potter of Battle Creek.

President Heath then introduced Mayor Fred S. Webb, who made an address of welcome, to which a response was made by Geo. F. Diamond of Mayville.

The report of the Committee on Standard Bales, with recommendations, Smith Young, Lansing, chairman, was read, in Mr. Young's absence, by S. M. Kirby as follows:

After looking the matter up carefully the committee decides that it would not be policy in any way conflict with the ruling of the National Hay Association as already adopted as to standard size bales of the various sizes; still the committee feels there is a chance for improvement on the standard small and standard medium as per length of wire used.

The range of eighteen inches will in our opinion result in a loss to the shipper both in the inconvenience in loading and loss of freight in using small cars, which we are sometimes obliged to load. Cars loaded with bales of various lengths would make a very bad appearance to the buyer and the committee are firmly convinced there has been a great mistake made by the National Hay Association in accepting the report of the Committee on Standard Bales.

We suggest that the length of wire used on standard small bales should range from seven feet six to eight feet, instead of seven feet six to nine, as adopted by the National Hay Association; standard medium bales from eight to eight and one-half feet, instead of seven and one-half to nine feet.

The committee reports favorably on the standard large bale as adopted by the National Association.

The committee would suggest a committee be appointed by the Michigan Association to confer with the National Committee on Standard Bales with the idea of having the size of the standard small and standard medium bales changed for the reasons your committee have already given.

Geo. C. Warren of Saginaw: This matter of standard sized bales has been before the National Association for some little time. Every dealer knows that you cannot immediately arrive at the result which you wish to obtain. There are a great many presses on the market to-day, and if you make a standard bale, it will throw out a good many of them and occasion considerable loss to dealers. The railroads also have been working along the line of securing a standard size of car for all future cars and they will, without doubt, at some near time, adopt some regular size car. When they do this, however, there will be for a long time a lot of old cars still in use. Then when they make these cars there will have to be a standard bale, for that will take up as little waste as possible.

Mr. Diamond: The action of the National Association, in my opinion, simply made a name for the existing size bales without taking any measures for securing uniform bale or wire. I think if we ever secure a uniform bale we should also have a uniform wire. I should think it perfectly proper for this Association to recommend a uniform size of wire or certain standard size of bales.

After further discussion, on motion by Mr. Diamond, the recommendations of the committee were adopted.

President Heath announced an invitation from the president of the Athelstan Club to visit their club room while in the city.

The report of the secretary-treasurer was read by Mark Van Buskirk of Flint.

The report, on motion, was adopted and it was moved and carried that an order be drawn on the treasury for the secretary's personal expense account for association work.

The third annual report of the directors of the Association was read by President Heath as follows:

In presenting this, the third annual report of our Association, we do so with a feeling that we have reached the point in our history where our success is assured and where our numbers and influence will be of great benefit to the trade. It may not be amiss at this time to give a brief history of our Association.

We understand that the original idea of the gentlemen who organized the Michigan Hay Association

was a local organization for the benefit of a few neighboring shippers, but the success that followed their efforts induced them to extend the field to include all the shippers of the state.

The first regular meeting was held at Owosso, Aug. 15, 1901. While the number present was not large, the interest manifested at this meeting was such that the future growth of the organization was assured. The second meeting was held at Flint, July 30, 1902. There were about fifty shippers present at this meeting, showing a substantial growth. A number of our members who were present at this meeting felt that it was necessary that some changes should be made in our by-laws in order to make the work of our Association more beneficial to its members. To that end a committee was appointed to draft a new constitution and by-laws and to report at a special meeting to be held at Saginaw Dec. 23, 1902. An unexpected interest was taken in this meeting by the shippers of the state, and one of the most interesting and well-attended conventions that was ever held was the result.

It was decided to accept the invitation of the Battle Creek delegation to hold the third annual convention in that city, in consequence of which we are assembled here to-day.

During the present year two important matters have been brought before your directors. On Feb. 24, 1903, House bill No. 672 was introduced at Lansing, looking forward to the formation of the state Hay, Grain and Seed Commission. At the request



FRANK E. NOWLIN, ALBION, MICH.
First Vice-President Michigan Hay Association.

of Secretary Hooker of the Michigan Millers' Association your president referred the matter of the relative merits of this measure before a large number of our members, and there seemed to be remarkable unanimity of opinion that the bill was a practicable and worthy measure and should have the support of our organization. We think of the large number of letters we wrote our membership we received only one unfavorable answer. We felt that if the members were so anxious for this measure it should have the support of our organization. Representing the Michigan Hay Association, our president, in company with Mr. Albert Todd of Owosso and Mr. Smith Young of Lansing, were accorded a special hearing before the committee on state affairs. Later the committee asked for further information; other engagements preventing your president being present when the second meeting was held, the Michigan Association was represented by Mr. Todd and Mr. Young.

Unfortunately for the success of the measure, the grain dealers were included, and the Board of Trade of the city of Detroit not being favorable to state inspection, brought such influence to bear that the bill was held over for the present.

The second important legislative matter was in regard to the state Railroad Commission which should have authority in regard to freight rates, demurrage rules and other matters affecting both railroads and shippers. We gave this such help as it was possible by writing members of the Legislature and others, but this bill was also held over for future action. We would suggest that a strong and permanent committee be appointed to have charge of the legislative matters.

A movement was on foot during the winter to organize an amalgamated association of the different state associations. Nearly all of the business organizations of the state have many points in common, and there is no question but what much good could be accomplished by the united efforts of the

representatives of all the different trades. Nothing has come of this movement as yet.

Your president and secretary have received during the year a great many inquiries from outside shippers and dealers asking for information regarding the work of our Association; also as to whether they would be accepted as members. We think this point has never been decided and some action should be taken looking to the final settlement of the question as to who are eligible to membership.

The action of the railroad companies in providing larger cars for the movement of hay makes it important that some action should be taken looking to the settlement of the question as to what shall constitute a carload of hay—whether it shall contain 10 or 12 or 15 tons. We trust that the discussion of this question will decide this very important question.

In many states legislative action has been taken in regard to the important question of demurrage. This seems to be the only feasible method of getting satisfactory results from agitating the question. We would suggest that a committee be appointed to investigate the laws in force in other states governing this matter and see that the necessary action be taken to have a proper measure introduced before the coming session of the Legislature.

We have had many inquiries regarding the proper method of preparing claims against members of the Michigan Hay Association so that they could be acted on by the Committee of Arbitration.

We would suggest that our constitution and by-laws be printed in such shape that they could be freely distributed among the trade.

The president appointed the following committees: On resolutions, Burdick Potter, E. J. Miller, H. E. Recor, H. Bliss and E. Hernden; on nominations, Albert Todd, Geo. C. Warren, W. A. Bunting, A. C. Walters and Jay Baldwin; on place for holding next meeting—Geo. Bristol, Wallace Brown, F. A. Nowlin, George Diamond and S. N. Kirby.

A paper was read on the subject, "The Present and Future Policy of National Hay Association," by President John L. Dexter, Detroit.

A discussion on the subject, "Shall the members of the Michigan Hay Association accept terminal weights or insist on sales subject to weights being guaranteed within two per cent?" was opened by W. A. Bunting of Kalamazoo.

Mr. Potter moved that the Association adopt in its By-laws the principle of guaranteeing weights within 2 per cent.

This question was discussed very generally. Shortages could occur by shrinkage, by shortage of weight in bale, and by mistake in count. Stress was laid upon the advisability of careful recount after the car had been loaded. In general the shipper guaranteed weights to within 2 per cent. Concerning the question of broken bales, it was thought the receiver could in many cases save much loss here, as more hay went for sweepings in this connection than was necessary.

On motion by George C. Diamond the chair appointed Messrs. Dibble, Battle and Potter a committee to consider the question and report at the next session.

The chair appointed the following auditing committee on motion by Mr. Todd: Albert Todd, Emmet McCabe, B. F. Warner.

The question was discussed as to who were eligible for membership in the Association, and it was generally thought that only resident shippers of Michigan should be admitted to membership, but all others given the full freedom of the meetings. It was considered that the National Hay Association could more properly benefit the non-residents of the state.

The question finally went to a committee composed of Jos. Beckwith, Ira Buell, Charles Young, M. Tiffany and F. F. Lyons.

The meeting adjourned.

THURSDAY MORNING SESSION.

The Thursday morning session was called to order by President Heath at 10 a. m.

A discussion was opened by E. C. Forrest of Saginaw, Mich., on the subject, "Reciprocal Demurrage; the needs of the Hay Trade and some suggestions as to how it can be obtained."

The importance of this question created a vigorous discussion, and it was suggested that a committee be appointed to confer with the railroad people regarding it.

An address was made by John B. Daish of Washington, D. C., on the "Present Status of the Weight Classification Case: Railway Consolidation, Distribution of Private, Foreign and Home Cars; Right of Embargo, Rights Under Bill of Lading, etc."

Following Mr. Daish's address a rising vote of thanks was extended to him for his very interesting statement of present conditions in this part of the trade.

Hon. Fred M. Warner of Lansing, Mich., Secretary of State of Michigan, made an address on "Statistics—Their Value, with Suggestions for Improving the Service."

An address on "Contracts, with Special Reference to the Needs of Shippers," was made by Judge Silas B. Spier of Mt. Clemens.

The report of the nominating committee was read by Albert Todd and adopted as follows:

President, George F. Diamond, Mayville; first vice-president, Frank E. Nowlin, Albion; second vice-president, John Leitch, Downington; secretary-treasurer, F. L. Young, Lansing.

Board of Directors: J. A. Heath, Lenox; George Potter, Mulliken; F. A. Rokafeller, Carson City; W. A. Bunting, Kalamazoo; H. W. Carr, Saginaw.

Albert Todd moved that the secretary be given \$50.00 for his services the past year. The motion carried.

The report of the committee on place, naming Lansing as the city in which to hold the next meeting, was adopted.

Mr. Potter introduced the question of having the railroads supply a graduated minimum car scale

cards and billiards helped to pass a pleasant evening.

The Chicago market was represented by H. H. Freeman of H. H. Freeman & Co., and H. L. Goemann of Goemann Grain Co.

From the Pittsburg market there were: Jos. A. McCaffrey, of Daniel McCaffrey's Sons Co.; J. A. A. Geidel, of Geidel & Co.; D. G. Stewart; H. G. Morgan, of H. G. Morgan & Co.; John Dickson, of Geidel & Dickson; Robert Thorne, of Kell & Thorne.

The Eastern markets were represented by Emery Kirwan of Kerwan Bros. Grain Co., Baltimore; Jas. T. Clendenning of Charles England & Co., Baltimore; H. E. Elgert, representing J. A. Manger & Co., Baltimore; A. Kuhl, with G. A. Hax & Co., Baltimore; John B. Daish of S. S. Daish & Sons, Washington, D. C.; R. L. Gault, Washington, D. C.; C. F. Dyer, Wilkes Barre, Pa.; H. M. Strauss of Strauss & Joseph, Cleveland, Ohio; John L. Dexter, Detroit; W. J. Wayger, with O'Hara & Greenfield, Moravia, N. Y.; O. K. Lindaburg, New York; Forrest S. Smith, with Hosmer, Robinson & Co., Boston, Mass.

The Michigan dealers present included J. A. Heath, Lenox; Bert Badgley, Portland; J. O. Reed, Whitehall; D. D. Holden and F. E. Leighton, Jackson; E. W. Potter, Leslie; John Leitch, Downington; C. A. Chase, Marlette; H. Bliss, Romeo; John L. Dexter, Detroit; Frank Jeffers, Brown City; W. D. Pitkin, Brighton; W. E. O'Brien, Ypsilanti; H. E. Chatterton, Mt. Pleasant; J. L. Horning, W. E. Fitzgerald and S. D. Grant, Lenox; R. J. Kenyon, Middleville; J. P. O'Hara, Moravia; W. J. Wagner, J. R. Hall and E. W. Stevens, Bellview; D. Willis, Gobles; H. W. Meeker, Charlotte; R. A. O'Brien, Allegan; L. C. and J. L. Norris, Casnovia; W. B. Van Zandt, Waterford; J. B. Guilhot, Pittsford; S. E. Driver, Mason; H. R. White, Scotts; Wm. Bidelman and Charles Houghtalin, Quinby; Albert Todd and S. M. Kirby, Owosso; E. H. Recor, St. Clair; W. A. Bunting, Kalamazoo; A. S. West, N. Lansing; George F. Diamond, Mayville; John Atchison, Holly; Martin Gibbs and A. C. Walters, Charlotte; M. Van Buskirk, Flint; J. Brooks, Watson; B. F. Dibble, Fowlerville; John Olmas, North Branch; N. J. Barber, Metamora; E. A. Hess, Akron; Geo. C. Warren, Saginaw; E. Harnden, Sanilac Center; William Bryant, Flat Rock; A. J. Hankins, Elsie; G. Slink, Fillmore; F. G. Lyons, Vicksburg; M. G. Ewer, Battle Creek; C. Hopkins, Breckenridge; R. S. Compton, Jackson; A. Umphrey, Crosswell; John Atchinson, Holly; H. Lamb, Emlay City; Burdick Potter, Fenton; T. H. Battle, Mt. Pleasant.

Island's division of the through export rate. If the grain was sent on to Galveston, it was billed from Fort Worth to the port at 7.86c, the balance of the through rate. He also said that when the grain was moved to other points in the state and not for export, the Rock Island collected from the Rosenbaum Company the difference between 9.14c and 26c, the figure last mentioned being the local rate from Kansas City and St. Joseph to Fort Worth. He further stated that no demurrage charges had been collected from the Rosenbaum Company. That company, he said, had been very prompt in the unloading of cars, and whatever delay had accrued had been chargeable to the railroad company.

It also appeared from Mr. Merrill's testimony that the Rosenbaum Company had a similar arrangement to stop grain from the Territories on payment of the proportion (23¼c) of the through export rate (34¼c), and when the company sold grain for domestic use in Texas, it surrendered expense bills for Oklahoma and Indian Territory shipments, and held back the expense bills on shipments from Missouri River territory, on which to handle shipments to Galveston. Whether or not a sufficient number of Oklahoma and Indian Territory expense bills were surrendered to cover the domestic shipments, and if not, whether the overplus was made to pay the inbound rate of 26c, was not determined one way or the other by the evidence adduced, but will be determined later by an examination of the Grain Company's books. The theory was advanced, however, during the hearing that the two companies named (which have the same privileges of stopping grain in transit) could by holding back export billing use it for moving Texas grain and so manipulate rates as to exclude other buyers or sellers from Texas.

Frank Kell, a miller at Wichita Falls, held to this theory, and said he had himself found it impossible to compete as a buyer with the Rosenbaum Company. H. Dittlinger, miller of New Braunfels, and J. H. Rayzor of Denton gave testimony of similar import. Subsequently at Kansas City, L. A. Fuller, representing the Counselman Grain Company, Wm. Burr and S. M. Bird of the Harroun Commission Company, W. A. Hinchman of the Kemper Grain Company, and Joseph Goodykoontz of the Goodykoontz Grain Company, said those companies were unable to compete as buyers or sellers with the two companies named in Texas.

On July 20, Commissioner Prouty, commenting on the Rock Island's practice of delivering grain to the Rosenbaum Company on payment of a proportion only of the through export rate, intimated that it did not make much difference, except that the company did not have so much money tied up in freights as it would have were it compelled to pay the local rate of 26c upon delivery of the grain, instead of the proportional rate of 9.14c; but on the following day, while General Freight Agent McCabe of the Rock Island was on the stand, the Commissioner questioned him closely concerning this arrangement, and said, among other things, that the Rock Island had no right to deliver grain to the elevator of the Rosenbaum Company upon the payment of proportional rates (Rock Island divisions), especially on export billing. Such privileges, he said, were not shown in the published tariffs of the railroad company, nor were they extended to any one else. He furthermore said that the Rock Island, in paying the Rosenbaum Company \$2.50 a car for unloading its own grain, was extending to that company a privilege not granted to any one else.

The second day at Fort Worth was devoted to the investigation of complaints of Mr. Kell and other competitors of the Rosenbaum and Richardson companies at other points, and their inability to get rates that would enable them to compete with the last named companies, together with the railroad's explanation of the reasons therefor. In the course of this inquiry the following examination took place:

"Have you any published tariff showing that grain will be delivered at Fort Worth upon the payment of 9.14 cents?" asked Mr. Prouty.

"No, sir; the division sheets show that," said Mr.



F. L. YOUNG, LANSING.

Secretary-Treasurer Michigan Hay Association.

and a motion was made that the chair appoint a committee of three to take the question up with the railroad people. It was shown in the discussion which followed that the percentage of small cars was growing smaller each year and that the railroads were building larger cars. It was uncertain what minimum would be prescribed for the large cars. The motion lost.

Mr. Freeman of Pontiac spoke upon the importance of members keeping in their own possession all vouchers given them by railroad companies, as in the case of claim for shortages or otherwise these vouchers were important papers to have and railroad companies had no right to get them into their possession.

After a short talk by the president in which he urged members to give the officers of the Association their full support in all questions of interest to the organization the meeting adjourned.

SANITORIUM NOTES.

One dealer from Ohio, T. E. Ireton of Van Wert, and one from Iowa, W. C. Rauscher of Lockridge.

The committee on place can congratulate itself on securing pleasant quarters for the third annual meeting.

C. G. Eggley of Birne, H. E. Johnson of Goshen and C. A. Burlingame of South Whitley were dealers from Indiana.

A very pleasant evening was spent by those who visited the Athetan Club rooms. This very elegantly appointed club was entirely at the disposal of the members on Wednesday evening, and music,

THE COMMERCE COMMISSION ENQUIRY IN TEXAS.

Commissioners Prouty and Clements of the Interstate Commerce Commission spent July 20 and 21 at Fort Worth and July 23 at Kansas City investigating the operations of the J. Rosenbaum Grain Company at North Fort Worth and the Richardson Grain Company at Gainesville. The purpose of the inquiry primarily was to determine whether or not the Rock Island and Santa Fé companies have discriminated in favor of some and in such manner as to be unjust to other shippers and dealers. Specifically as to the Rosenbaum Company the questions were whether unjust discrimination has arisen in the following particulars:

1. By reason of a contract between the J. Rosenbaum Grain Company and the Rock Island, whereby the railroad company agrees to pay the Grain Company \$2.50 a car for transferring grain through the elevator at North Fort Worth.

2. By reason of the delivery of grain to the Rosenbaum Company at Fort Worth, upon payment by it of the proportional export grain rate instead of the local or domestic rate. And in this connection whether or not there is manipulation of the grain so as to give shipments finally destined to Texas points the benefit of the export proportional rate.

3. By reason of the waiver of demurrage charges. The testimony taken was voluminous, but not altogether lucid or conclusive. F. E. Merrill, local agent of the Rock Island, testified that interstate grain billed to Galveston at the export rate of 17c is stopped at Fort Worth and delivered to the Rosenbaum Company on payment of 9.14c, the Rock

McCabe. "If the grain is reshipped for domestic use we raise the billing to the domestic rate."

"Under what tariff does this grain move at 9.14 cents?"

"The export tariff."

"What business did you have to deliver the grain at Fort Worth on that tariff when you had reason to believe that some of it never would go to Galveston?"

"If the grain was shipped for domestic use we raised the rate."

"Yes, but what right had you to use the export tariff on this grain when you merely thought it might be exported? Will you transport grain to Fort Worth for me and deliver it to me upon payment of one-half of what you intend finally to charge? Is there anything in your tariff showing you will do that?"

Mr. McCabe answered that there was not; and went on to explain that there were no other elevators on their line.

"Is this privilege accorded to any one else?" asked Mr. Prouty.

"No, sir."

"Then you do accord to the Rosenbaum Company a privilege not shown in your tariff and not accorded to any one else?"

"I don't see how we could accord the privilege to any one else unless they had an elevator on our line."

"Suppose I were to give you a bond to protect you?"

"Possibly it could be arranged in that way."

"But in that instance the privilege would be given me by your courtesy and not as a matter of right under your tariff."

Mr. McCabe further stated that Oklahoma grain was delivered to the Rosenbaum Company on the proportional rate, and all the railroad required was that when it was reshipped, delivery should be made to a connecting line. He said that the railroad had not offered Mr. Kell the same terms, as to Bowie, for the reason that it would have no such control over the grain at that point.

Commissioner Prouty called attention to the fact that Mr. Kell had been told that if the grain was unloaded at Bowie into an elevator or warehouse, it would have to pay flat rate. "So you do give Mr. Rosenbaum a preference that no one else enjoys," remarked Mr. Prouty.

G. C. Mountcastle, local manager of the Rosenbaum Company, testified at great length concerning the Rosenbaum Company's business. Among other things, he said that the charge of \$2.50 a car for transferring grain is not remunerative. It costs \$49,000 to operate the elevator for a year. They received from the Rock Island during that period \$19,000 or \$20,000 for transferring.

At the conclusion of the hearing at Fort Worth Judge Clements announced that it probably would be more satisfactory to send a representative to that city to obtain such data as it might need rather than to have the C. R. I. & T. R. R. Co. and the J. Rosenbaum Grain Company furnish the statements that had been asked for by counsel during the proceedings. He asked if the records of those companies would be open to the inspection of the Commissioners' accountant. Mr. Lassiter, for the Rock Island, said that the Commission's representative would be given full opportunity to investigate. Mr. Meyer, for the Rosenbaum Company, stated that they were perfectly willing for the Commission to investigate, but did not want the details of their business made known to competitors. Judge Clements gave assurance that data to be secured would be furnished only to the Commission, and thereupon Mr. Meyer said that the expert would be given full access to their records.

When the Commissioners' expert has reported, the evidence will be considered by the full board in September. Should the conclusion be reached that the Federal statutes have been violated, the matter will be referred to the Attorney General of the United States for action.

Whether or not the Texas Railroad Commission will take any action independently of the Interstate Commerce Commission or additional thereto has not been disclosed. The fact that all the Commissioners and Attorney General Bell were in attendance upon the hearing has given rise to the report that the proceedings to forfeit the charter of the Chicago, Rock Island & Texas may be instituted.

Sixty acres of wheat on the government farm at Fort Leavenworth made an average yield of thirty bushels an acre. This is the heaviest yield so far reported in eastern Kansas.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Acceptance of Check Sent in Full of Account with Statement Showing Shortage in Weight.

When a company which had bought a number of car loads of oats, delivered at different times, on which it claimed a shortage in weight, inclosed its check as balance in full, accompanied by a statement showing such to be a balance in full, as explained in such statement, and the seller accepted such check, drawing the money thereon, the Court of Appeals at Kansas City, Mo., holds (Andrews vs. W. R. Stubbs Contracting Co., 75 Southwestern Reporter, 178) that the seller thereby accepted the condition of its being in full settlement and discharge of the account.

Sufficient Evidence of Grade and Price of Wheat.

On the second appeal in the case of La Rue vs. St. Anthony & Dakota Elevator Co., an action brought to recover the value of certain wheat alleged to have been converted, the Supreme Court of South Dakota says that it was shown that all the wheat was delivered to the two elevators named on a certain day, and was all grown on the same tract of land. Besides which, the party suing testified that he was at the elevator that day, where they were buying and selling wheat, and they were paying fifty cents. The load of wheat that was sold at one of them, he believed, was No. 1 northern. This evidence, uncontradicted, the court holds (95 Northwestern Reporter, 292), was sufficient to prove that the wheat was of the grade of No. 1 northern and that its value was 50 cents per bushel.

The contention of the company that it was necessary to show the value of every load of wheat delivered at the elevators and the grade, the court declares could not be sustained, when the party suing had shown the price of No. 1 northern and that the wheat all constituted a part of the same lot, in the absence of any conflicting evidence; and the jury were fully justified in drawing the inference therefrom that the wheat was all of similar grade, and of the value stated.

Remedies for Discrimination in Grain Rates.

It was averred in the case of the United States vs. The Michigan Central Railroad Company and others (122 Federal Reporter, 544) that discrimination in rates was practiced in the transportation of grains, etc., and that in the transportation of grain it had gone so far that each railroad reaching into the grain districts had eliminated all competitive dealers, leaving only a single favored dealer who purchased all the grain at all the stations along the lines of the roads. Of course, under such conditions, the United States Circuit Court (Grosscup, J.) says, the grain grower was deprived of the benefit of competition among dealers. The practical effect was the same as if the railroads had established agencies of their own to purchase the grain, and by giving to these discriminatory advantages had excluded all other grain purchasers from the field. Such a policy necessarily destroys the competition to which the grain growers in a given district are entitled.

Discrimination of this character is, of course, contrary to the plain provisions of the interstate commerce act. Upon it criminal prosecutions could be maintained, and each grain grower could individually maintain a civil suit for such damages as he might show. The interstate commerce act, in terms, contains these remedies. But the act, previous to the recent Elkins act (Act Feb. 19, 1903), did not in terms confer jurisdiction upon a court of equity. Nevertheless, the court has no doubt whatever about a court of equity, under its general chancery jurisdiction, having power to remedy the wrongs shown.

The interstate commerce act confers upon each

citizen engaged in productive industry, whether manufacturing, commercial or agricultural, within the districts traversed by these roads, the substantive right of having his products transported by the common carriers of the country at rates equal to the rates obtained by his competitor. This right of equal treatment at the hands of the common carriers is as much a right of property and affects as directly his interest in property as any other right of property that he may have under the law, statutory or common. To enforce such right, there must be somewhere in our system of jurisprudence the remedy found essential. If an action at law for damages is inadequate, a remedy in equity must exist. The jurisprudence of the country does not leave him remediless.

But actions at law for the injuries described are plainly inadequate. The act of the railroad that affects the grain grower is not a single unlawful act; he is making shipments to-day, to-morrow and next month. The policy of the roads, as shown in the bill of complaint, affects him in each of these shipments and will affect him in all future shipments. His situation is analogous to that of one who is subjected to continuous trespass and who cannot on that account, in an action on a single trespass, obtain ample redress. Nothing short of the prohibitive arm of a court of chancery can give to the grain growers and other producers affected by this policy of the railroads the free competitive field for the sale of their products to which they are entitled as a substantive right under the terms of the interstate commerce act. The court has no doubt, therefore, that at the instance of some one a suit in equity will lie to prohibit the further execution of this discriminative policy.

However, the Elkins act, the court says, makes this discussion largely academic. It is provided in terms, in that act, that the equity jurisdiction of the United States courts shall be extended to cover just such cases as this, and that suits may be brought by the government at the instance of the Attorney General. It extends the equitable jurisdiction of the court, not to every violation of the interstate commerce law thereafter transpiring but to every violation, irrespective of whether it transpired previously or subsequently.

KANSAS WHEAT GRADES.

The Grain Inspection Committee of Kansas, which met at Kansas City at the office of Chief Inspector Radford on July 31 to establish grades for Kansas grain of the current crop, consisted of S. E. Cole of Harper, F. M. Baker of Atchison and H. Parker of McPherson. Mr. Parker was made chairman.

The old rules for inspection were readopted, with the following amendments:

No. 1 hard wheat shall be required to weigh 62 pounds to the bushel, instead of 61 pounds.

Badly stack-burned wheat is added to the "rejected" class.

No. 1 red wheat shall be required to weigh 62 pounds to the bushel, instead of 61 pounds.

Same addition made to "rejected" class as in No. 1 hard.

A new grade of corn is established, to class between No. 4 and "no grade."

Kaffir corn, instead of being graded as Nos. 1, 2, 3 and 4, mixed, shall be 1, 2, 3 and 4 red, color to show %.

No. 1 oats shall be required to test 32 pounds to the bushel, no weight test having previously been established for oats.

No. 2 oats shall be required to test 28 pounds to the bushel.

The Commission will ask the railroads entering Kansas City, Kans., to provide "hold" tracks, on which cars of grain can be placed for inspection. "We frequently receive as many as 200 carloads of grain at Kansas City, Kans., in a day," said Inspector Radford, "and the cars will be scattered all the way along the railroad tracks from Toad-a-Loup to Turner, a distance of about six miles. They may be on the track for days before our inspectors find them. Meanwhile the demurrage charges are running and the shippers complain. Tracks should be provided for the grain cars where they could be easily found and thus the quick handling of the grain coming here could be facilitated."

AN INTERESTING ROPE TRANSMISSION PROBLEM.

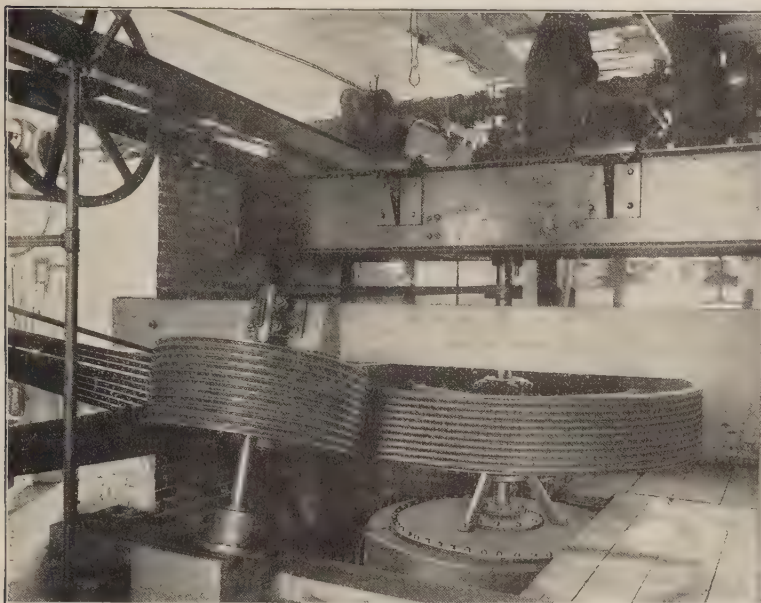
The situations and requirements of rope drives are such that it is very seldom that any two installations will be alike, and the engineer in designing a new drive is obliged to refer in almost every case to the fundamental principles governing such drives, rather than to the precedent of former experience.

An unusual problem was presented in the installation of a rope drive for Messrs. James & E. H.

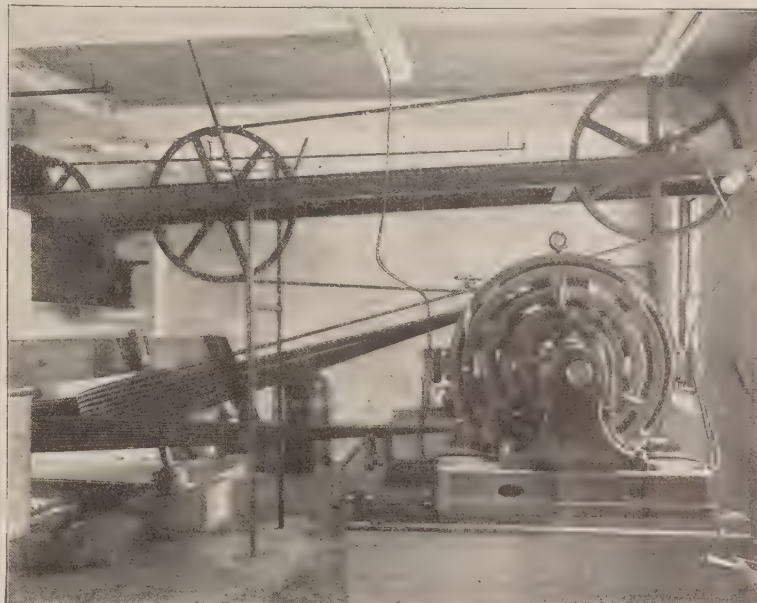
vertical water wheel shaft and the dynamo. The power to be transmitted was 200 horsepower, and it is quite evident that these centers were exceedingly short for a rope transmission, especially as on account of the vertical turbine shaft and the horizontal dynamo shaft the drive must be a quarter twist.

The plant was designed and installed by H. W. Caldwell & Son Company of Chicago through the engineers in charge of their eastern sales and engineering office at 95 Liberty Street, New York City.

window shown in Fig. 2. The position of the generator with reference to the driving sheave is clearly shown in Fig. 2; the receiving sheave being on the other side of the generator. The lower ropes are the pulling ropes and the slack is taken to the tension carriage from the driving sheave over the upper groove of the deflecting idler. The one-groove re-winding idler is placed above the generator—from thence the rope passes over the tension carriage sheave and returns to the driven sheave on the generator.



ROPE TRANSMISSION PROBLEM.—FIG. 1.



ROPE TRANSMISSION PROBLEM.—FIG. 2.

Wilson, operating a large woolen mill at Pittsfield, Mass. The mill was formerly operated by steam power. An excellent water power, however, is located about three-quarters of a mile from the woolen mill, in a building formerly vacant, and which would probably have been abandoned were it not

So far as the designers are aware, this is the shortest quarter twist drive in use where a considerable amount of horsepower and a number of ropes are employed.

The illustrations shown will make the arrangement of the drive plain. Fig. 1 shows the water

Particular attention is called to the quarter twist arrangement of the ropes, another view of which is shown in Fig. 3.

In installing the drive the driving and driven sheaves were placed according to the usual rules for setting quarter twist belts or ropes. The 10-groove deflecting idler was placed as nearly correct theoretically as could be, and the tension carriage and the re-winding idler were placed in position. The rope was then wound, and by raising the generator slightly the catenary of the ropes between the driving and driven sheaves was taken into account, so that the ropes would lead correctly between the two sheaves.

The speed of the ropes is about 5,000 feet per minute, and notwithstanding the short centers, high speed, and the many reverse turns, the drive has given excellent satisfaction since its installation. A recent report from Messrs. Wilson is to the effect that the drive is working very satisfactorily—this report coming about a year after the installation of the transmission.

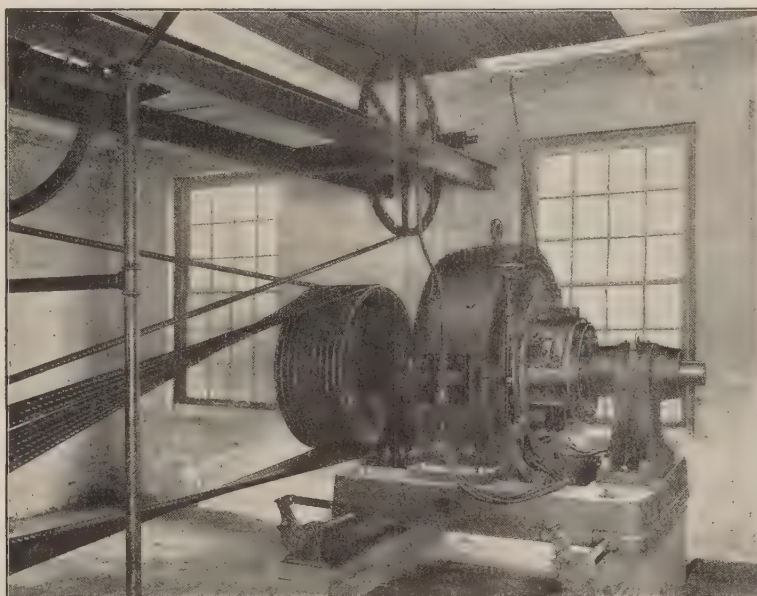
The driving sheave on the water wheel shaft is 96 in. diameter, running 209 R. P. M. The driven sheave on the generator is 34 in. diameter, running 585 R. P. M. Both sheaves are grooved for $1\frac{1}{8}$ " ropes. The distance between the deflecting idler sheaves and the driven sheave is approximately ten feet.

The engineers of H. W. Caldwell & Son Company having this installation in charge feel that the successful solution of the problem is an instructive precedent for the use of rope drives in situations heretofore considered too difficult for this class of power transmission.

ANOTHER ELEVATOR AT KANSAS CITY.

The announcement comes from Kansas City that the Frisco and Rock Island systems, practically one system now, will unite to build a 2,000,000-bushel elevator at Kansas City on land formerly occupied by the Jacob Dodd Packing Company's packing houses.

The first new hay to arrive on the market at Seattle, Wash., sold for \$18 per ton.



ROPE TRANSMISSION PROBLEM.—FIG. 3.

for the water power. Messrs. Wilson purchased the abandoned mill with the idea of using the water power for generating electricity, the latter to be transmitted for driving their woolen mill, thus taking advantage of the economy of the water power over their steam plant.

The ordinary method of transmitting power from a turbine shaft by means of gears was found impracticable and the only economical method that seemed to be available was by means of manila rope transmission. The shape and dimensions of the wheel house, however, were such that 16 feet was the greatest available distance between the

wheel case and the vertical shaft supported at its upper end by a heavy steel construction. The heavy support necessary for the gear drive is some indication of the comparative ease of operation of the modern rope transmission as compared with the old gear drive. In Fig. 1 is also shown the deflecting idler carrying the slack ropes, which, as will be noticed, is placed very close to the driving sheave. A portion of the tension carriage is also shown overhead.

In Fig. 2 can be seen a portion of the driving sheave at the left of the cut. The photograph of Fig. 1 was taken from a position in front of the



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

AS IT IS IN MINNESOTA.

State Weighmaster P. P. Quist of Minneapolis at the annual meeting of the South Minnesota and South Dakota Grain Dealers' Association made the surprising statement that the records show that in Minneapolis alone no less than 4,040 grain cars arrived without seals or with seals broken—some robbed of part of their grain; all tampered with. And yet when a meeting was called of the governing board of that association at Mr. Quist's office to investigate and if possible devise some method of putting a stop to this condition of things, only two members put in an appearance, who resolved to turn the problem over to the Warehouse Commission.

Surely the subject matter hardly warranted such summary disposition. According to the present rules, unless specially requested therefor, the weigher makes no notation on the certificate of the condition of a car on its arrival for weighing, on the ground that (so a local paper states), since the railroads are responsible to the shipper for grain stolen in transit, notations of bad condition of cars would be an incentive to blackmailing suits. In other words, this local authority, the Tribune, says Mr. Quist objects to noting condition of cars on all certificates for the reason that, "If a dishonest person discovered his car was unsealed, whether any grain had been taken from it or not, he could immediately attempt to collect a rebate for loss from the railroad."

But why this consideration for railroads that permit or do not prevent petty plundering of their shippers? Are not honest shippers as much entitled to know the truth as a protection against negligent railway employes as the latter are to its suppression because some dishonest shipper

might undertake by hard swearing to make good a claim that is in fact false? We believe the accepted rule now is that there are more honest men than rogues in business. The privileges, therefore, of a minority should be made to yield before the rights of the majority. If notations of condition will tend in any way to make railroads more watchful of the property entrusted to their care the honest shipper is entitled to that service at the hands of the public weigher.

LOOKS FUNNY.

It's all right, of course. They are straight; and good fellows; and all that sort of thing. But it does look funny—it does, for a fact—to see, in the latest directory, so called, of the regular grain dealers of Illinois (to which, though published by a private corporation, the Illinois Grain Dealers' Association contributed a large amount of work by its employees), among its multigenerous advertisers, some of the most conspicuous of the apologists and encouragers in Chicago of the farmers' elevator movement in this state—whose traveling men have addresses of welcome on tap at state meetings of farmers' grain dealers' associations and who have typewriter desk room at offices of general secretaries of associations of farmers' companies to assist in the preparation of killing literature for interrurban circulation.

Of course, all this cuts no ice in August. But wouldn't it look better if the Illinois Association issued its own directory and hold itself responsible for it and its contents?

SCIENTIFIC METHODS OF INSPECTING CORN.

On the invitation of Inspector Bidwill of Illinois, Carl S. Scofield of the Department of Agriculture, author of the method of determining the amount of moisture contained in a given sample of corn, which was described and illustrated in these columns last month, made a visit to Chicago during the first week of August to practically demonstrate his apparatus for the benefit of the chief inspector and his subordinates. Mr. Bidwill was so well satisfied with the practical results of the demonstration that he recommended to the Railroad and Warehouse Commission that Mr. Scofield's apparatus be purchased for the use of the inspection department at Chicago.

The fact that the absolute determination of the moisture in a sample of corn requires from 12 to 14 hours (although a reasonably accurate estimate may be made in three to four hours) restricts the usefulness of the apparatus to the determining of moisture in cases of appeal from track inspection, or in cargo lots, but in Mr. Bidwill's view its greatest practical value to the working inspectors is the means it offers for testing and educating the judgment of track inspectors. It being assumed that 14 per cent of moisture in corn is the danger line, at least after warm weather begins, it is of the highest importance that the inspectors should be able to determine by feel just what percentage exists in the corn under inspection. And it is surprising to a novice to know how accurately some inspectors are able to estimate this percentage, al-

though to the average grain dealer in the country, who has not made a special study of moisture percentages, a reasonably accurate estimate is merely a guess founded on no sanctionable data. With Mr. Scofield's apparatus at hand to repeatedly verify track inspectors' estimates, there is every reason to believe that the judgment of working inspectors may be materially improved.

This service, as well as the equally important one of educating the trade itself to understand the effect of moisture in corn and to estimate it in percentages and to know what is the danger line of moisture at the different seasons of the year, are sufficient justification for Mr. Shanahan's and Mr. Bidwill's efforts to familiarize the inspectors and the grain trade generally with the method and apparatus devised by Mr. Scofield and the principles upon which it is based.

CAR THIEVES AT CHICAGO.

The murder, within a few days past, by car thieves, near Hegewisch, of one special officer and the wounding of another detailed to prevent car robberies and to arrest car thieves, should awaken the authorities in and about Chicago to the imperative necessity of enforcing the laws for the punishment of such offenses. That no serious effort is made to properly punish offenders is apparent; and, reverting to the unceasing nuisance of the plunder of grain cars on track, the weighing department of the Chicago Board of Trade furnishes the facts of a typical case where self-confessed thieves have enjoyed immunity by reason of a political pull:

On March 31, 1903, N. Y. C. & St. L. (Nickel Plate) car 22170, containing oats and stored on the tracks of the Nickel Plate railroad at Cummings, Ill., was robbed in broad daylight of eighteen bushels of oats, which were carted to Fred Mellis' house. On April 1 a special officer of the Nickel Plate railroad procured warrants from Judge Callahan of the South Chicago police court for the arrest of Fred Mellis, James Douge, Louis Douge, Edward Brailly and Pat McGill, all residents of Irondale. On the same day these men were all apprehended and brought before Police Justice Callahan, and their cases were set for trial on April 9. On April 9 the cases were continued until April 16, at which time all the prisoners pleaded guilty before Judge Callahan, the Nickel Plate railroad's special officer and attorney being present to prosecute.

Just before the cases were called for trial, a man approached the special officer and asked him to step outside of the court-room, as he wished to speak to him. The officer did so, and during the conversation the man made a request of the officer not to press the cases very hard, as the accused men were all "good fellows" and that he was somewhat under political obligation to them. The officer thereupon informed the man that his duties required him to apprehend thieves who were guilty of robbing the Nickel Plate railroad, and that he would prosecute such people to the full extent of the law; and then withdrew.

After the hearing of the cases, the prisoners pleading guilty, Judge Callahan then informed those interested that he would withhold his decision and give it in the course of a week. From the records of the South Chicago station, it appears that the men were all subsequently discharged with a suspended fine at the request of the attorney who represented the Nickel Plate railroad, and on Saturday, May 9, Judge Callahan received telegraphic communication from the officer of the Nickel Plate railroad to discontinue all proceedings against these men; and the cases were dropped.

It appears in the investigation of these cases

that a written and signed confession was made and given to the officer of the Nickel Plate R. R. by one of the parties implicated in the robbery of this particular car of oats; nevertheless although there is no doubt of their guilt, such influence was brought to bear on both officers and the court that these thieves were turned loose without punishment, and inferentially advised that they might continue in their unlawful practice and profession of robbing cars.

In such cases the losses to the shipper are too small to sue the railroad for; for which reason some railroad employes wink at this abuse of their patrons' rights. If the grain associations, however, had a fund to be drawn on for the prosecution of railroads to collect damages for these petty losses, as a sort of "moral suasion," the policy of employes in this particular might be changed and thieves would be properly punished.

MORE FAILURES THAN SUCCESS.

While in the Northwest the annual reports of the farmers' elevator companies, in a very few instances, are favorable and show handsome profits for the crop year, the number of failures would seem to be much in excess of the successes. A month's returns to this office show marked successes at Alexandria and Galesburg, N. D., and at Milbank, Minn. On the other hand, the Merchants' Elevator at Alexandria, N. D., has been closed, permanently, it would seem; at Madelia, Minn., the property of the Farmers' Elevator Company has been sold by order of court; at Morris the Farmers' Elevator Company's property has been sold to satisfy a \$500 loan; at Mapleton, Minn., the Farmers' Warehouse Association last season lost \$602.55 on only 25 cars of grain handled, and the house has been closed; at Danvers the Farmers' Elevator Company's house will be leased to a line company or closed; at St. Peters the farmers' house is to be sold to satisfy claims against it, and at James, S. D., the farmers' elevator was sold to satisfy a loan of \$1,700, made necessary by a defalcation in a prior year. And so it goes: the record is its own commentator.

THE SHORT-HAUL CLAUSE.

By dismissing the complaint of the Cannon Falls Farmers' Elevator Company, that Minneapolis enjoys a lower rate to Chicago over a given route, etc., than Cannon Falls, notwithstanding the latter is forty miles nearer Chicago than Minneapolis, the Interstate Commerce Commission has followed the decisions of the courts in cases involving the alleged violation of the short-haul clause of the law. Yet the Commission has done so under protest. The Commission, as its reports indicate, realize the injustice of wiping off the map a town that does not happen to have competing lines and of operating railroads for the benefit of terminals or competing points only. A shipping point should be protected by law and, in fact, in the advantages of its situation. The courts, however, have deprived many towns of this right, and the Commission has, as a writer in Bradstreet's has pointed out, "been obliged to recognize the fact that values and commercial conditions have, in a measure, adjusted themselves to

the system, and that the courts have shown themselves disinclined to support the Commission's interpretation of the law." The only recourse of shippers in non-competitive points, under the circumstances, is an appeal to Congress for relief, but the Commission's arguments for a change in the law in this respect have thus far received, and perhaps are likely in the future to receive, scant recognition there. "Certainly the way to change is not rendered easier by decisions under which the practice of the railways is receiving the sanction of the courts," adds Bradstreet's.

DETERIORATION OF CORN.

In the bulletin on "The Commercial Grading of Corn," from which a liberal quotation is made on page 68, Mr. Carl S. Scofield discusses the elements entering into the deterioration of corn after harvest. The reader will find these views suggestive of methods in handling grain that need dwelling upon, in view of the way a great deal of corn has been handled in recent years.

There is one phase of the question, however, which Mr. Scofield has not yet taken up that is important to the corn shipper, and that is, how much moisture will corn take up in transit? Manifestly that is a hard question to answer, owing to the difficulties in obtaining accurate data. It is probable, in spite of the disposition of shippers, whose corn misses grade, to lay it to the weather, that, except upon the top, the amount of moisture absorbed by a car of corn in transit is much less than commonly supposed. Apparently it would take a long time to dampen corn to the danger point by capillary attraction, which would necessarily be the only method of wetting any corn loaded into a sound car. It is more probable that corn that goes wrong because of dampness was not originally sufficiently cured to remove the surplus moisture.

The value of Mr. Scofield's method and apparatus for ascertaining the moisture contents of corn becomes, therefore, the more interesting to the country grain shipper, whose judgment on the percentages of moisture is by no means infallible, in that it may enable him to know beyond a doubt whether his corn is actually dry as it leaves his bins. As the apparatus need not cost to exceed \$75 and is inexpensive to operate, it can be confidently recommended to the country shipper. Not all corn that is dry will grade No. 2, but other things being right, it must be dry, and this simple apparatus enables the shipper to determine positively the degree of dryness.

"READ YOUR POLICY."

Secretary McCotter of the Grain Dealers' National Mutual Fire Insurance company of Indianapolis has embodied a great deal of practical wisdom in a leaflet addressed to his policyholders, entitled "Read Your Policy." In the first place, he reminds policyholders that an insurance policy is a contract, not a draft, the full amount of which is payable at sight in case of a fire on the premises insured, and that, so far as the insured is concerned, the consideration of the contract, on his part, is the payment of the

premium and other obligations, for the nature of which, "Read your policy."

These obligations obtain both before and after a fire on the premises, and it is specially to be noted that the obligations of the insured after a fire and before the arrival of the adjuster are dwelt upon as matters concerning which business men are singularly ignorant or misinformed. Insurance is recoverable only on property destroyed or damaged by fire and water, and does not cover losses occurring after a fire is extinguished. The law of procedure of the insured after a fire is that the assured shall do "what a prudent man would do under the circumstances, if he had no insurance, to protect the salvage."

The *bete noir* of all business is the ignorance, carelessness or indifference of business men to their own interests, but Mr. Cotter is not far wrong, perhaps, when he asserts that as to fire insurance there is "more ignorance regarding the contracts than is to be found in any other business involving a like amount."

"Read your policy," and know what it means.

CANAL INJUNCTION DISSOLVED.

If the principle be recognized as binding on the state of Illinois that state constitutions and laws cannot be made invalidating *bona fide* contracts entered into for lawful purposes, then the state of Illinois may not, morally at least, even its fundamental law, invalidate its contract with the United States, entered into many years before the making of its present constitution, to maintain a public waterway between the lakes and Illinois River. This point, however, Judge Creighton, on August 6, in dissolving the temporary injunction forbidding payment of the appropriation in aid of the I. and M. Canal, passed over as of no weight. He held that the real point involved is

the true meaning of the language found in the constitution. I have given this feature of the case as full and fair consideration as I am capable of, and am of the opinion that, as was stated in the convention by the author of the clause in question, "this (clause) does not touch the power of the general assembly to keep the canal in repair." This interpretation of the clause passed unchallenged in the convention that framed the constitution, and has been accepted and acted upon as a true interpretation by both the legislative and executive departments of the state government ever since the constitution was adopted.

While I am of the opinion that neither the relations of the state with the United States nor the constitution of the state makes it mandatory upon the general assembly to appropriate money from the state treasury for the purpose of maintaining the canal in a navigable condition, still I cannot say that it clearly appears that it has not the power to do so. I cannot say it is clear that the constitution withholds from the general assembly the power to appropriate funds from the state treasury for the purpose of preserving this piece of the state's own property from decay and ruin.

This question will, therefore, have to be passed upon by the Illinois Supreme court.

Meantime the Commissioners are unable to draw any cash, the state auditor having refused to issue a warrant for the appropriation unless authorized by the attorney general, who is fishing in northern Wisconsin. The canal continues to do business in a small way, however, so that the chief immediate sufferers are the employes and contractors.

EDITORIAL MENTION

The dealer who buys right at his end of the line need not worry as to what will happen at the other end.

August is a hot month and a good fire breeder. A personal supervision of all parts of the elevator would be in order.

Michigan hay dealers want uniform sized cars for uniform sized bales. What the grain man often wants is just any old sized thing.

O. T. Huyck, 316 Flour Exchange, Minneapolis, succeeds C. A. May as secretary of the South Minnesota and South Dakota Grain Dealers' Association.

There's trouble brewing for scalper members of D. A. Hunter's family out in southwestern Iowa. Pa Hunter will have to use the hickory on some of 'em, if there isn't improvement.

Secretary G. C. Julius Spoerri of the Wisconsin Grain Shippers' Association will establish headquarters at Milwaukee in the near future. His present address is 502 Traders' Building, Chicago.

He that can see a wagon load of grain go by his elevator door and not raise his money losing competitor's bid is greater than he that ruleth over many elevators.

After a most profitable season, the terminal driers have shut down for the time being. If the country houses, in the future, permit the big elevators in town to skim off all this cream they have only themselves to thank.

The writers of the market reports that keep the grain man posted will have to kill an extra chicken daily or take the constellation of the heavens twice nightly in order to tell just what's going to happen to December and May during the next few months.

The Waldorf-Astoria sages who have been unloading wisdom on newspaper readers have been consistent at least; they have persistently for weeks predicted high stocks and low grain. And those who failed to copper these predictions have omitted their usual August trip abroad.

We doubt if there has ever been a time when the country shippers' interests were so closely watched at the terminal markets as at present. But while his interests are protected at the terminals he has to start the grain for himself. See that the car in which the grain is shipped is right. It'll then go right and weigh right.

In the case of Gibbons vs. Metcalfe et al., wherein Gibbons claimed damages because, as he said, he was boycotted by Metcalfe and other members of the Winnipeg Grain Exchange, the court has held that members of that exchange have the right to deal with whom they please, and may restrict their trading by mutual consent

to such persons as conform to the rules of the exchange, and that such an agreement is not conspiracy.

In an arbitration appeal to the Grain Dealers' National Association the latter's committee decided that a purchaser has not the right to refuse to accept a shipment made to a point where he did not want the goods, when no shipping directions were given. (H. L. Strong Grain Co., Kansas City, Mo., vs. Geo. W. Brooke, Atlanta, Ga.)

Are you unable to obtain settlement on shortages at terminal markets? Or have you any matters in dispute regarding grades? Or is there any information you would like to have respecting the grain trade in general? If so, just write to the secretary of your state association. Your communications will receive prompt attention, whether you are a member of the association or not.

The Eppinger & Co. failure at San Francisco will have the effect of throwing around warehouse receipts there new safeguards that will restore the value to such collateral which it lost as soon as the empty warehouses disclosed how worthless many of the Pacific Warehouse Company's receipts actually were; and thus make it possible to continue the grain business in that state by correct commercial methods.

The elevator companies are said to be debating the question as to whether it will pay to keep the four houses located at Rushmore, Minn., open this year when two will be able to handle all the grain the hail and wet weather have permitted to mature. The "farmers' friend" would say, keep all open and let each run a cut-throat business. Common sense would suggest that the farmers be given the facilities needed, and the other houses closed and the expense of running them stopped until they are needed.

One of the federal courts at Boston has agreed (case of McReynolds vs. Rowell) with the majority of federal judges that men who think speculation is wicked only when they lose shall not be allowed to plead gambling to escape paying their debts. Rowell, a grain and feed dealer, lost in a transaction in corn and pleaded gambling, laying stress on the fact that, with his facilities for handling grain, it would have been impossible for him to handle such an amount as he was trading in. The judgment was in favor of McReynolds for \$1,700 notwithstanding.

Weights at St. Louis continue to be not wholly satisfactory to shippers to that market, and within the past few days the secretaries of the Western grain dealers' associations, accompanied by Messrs. Schuyler and Goodwin, representatives respectively of the Chicago and Kansas City weighing departments, have made an examination of all the elevators and private scales under the jurisdiction of the Merchants' Exchange weighing bureau. Their findings will no doubt be made public in the near future. Meantime, while it is discouraging at times to realize how slowly reforms of public utilities are brought about, it is consoling to know that

"keeping everlastingly at it" does finally end in accomplishment.

Last December an anxious shipper at Moosomin, Assi., appropriated and loaded with wheat a car in which a farmer had an interest. The shipper was arrested and found guilty of stealing the car. The appellate court, however, has just reversed this decision. Does the court think that in times of car famine the man who can make the quickest use of a car makes the best use of it, and is, therefore, entitled to it?

Mr. Chamberlain seems determined to make a parliamentary campaign on his absurd differential tariff ideas: differentials to favor New Zealand mutton, Australian wool, Canadian wheat and South African—what? with consolation to the laborer in high wages—to come from where? It almost seems certain now that the old question of free trade or protection will be the issue of the next general election, and already the British political vocabulary has been enriched by the shibboleth, "Dear-loafers," tacked onto Mr. Chamberlain and his followers.

A Baltimore observer has discovered that the building of local elevators in the wheat belts benefits both the grower and the miller, because the elevators take up the slack, so to say—store the wheat and hold it for the miller. This is true to a degree; but the grower is as a rule so eager to sell his grain that several times the present elevator capacity of the wheat region could not keep it dammed up for the miller, especially when the exporters are scouring the country to get it for the foreign miller and can forward it at a lower rate than it could go abroad as flour.

The remarks may be a little personal; but for a clever epitome of a day in the wheat pit commend us to this from the Pope & Eckhardt Company's circular of August 6: "There are lots of goats on the Board browsing around the wheat center that have been 'milked' so frequently of late for 1c to 2c per bu. it would seem as though their cream—or currency—would be exhausted soon. They all backed up and were 'pulled' for their usual 'drippings' today. A few private wire houses operate what might be called 'The Union Dairy.' Early the bars were let down to 79c, when the goats backed in. After that they were 'milked' and the lambs sheared—the price was 80 $\frac{3}{8}$ c."

The evidence taken by Commissioner Prouty at Fort Worth was not very conclusive of discrimination by the Rock Island people in favor of the J. Rosenbaum Grain Company or by the Santa Fe in favor of the Richardson Grain Company. The one company at least does indeed get paid for transferring grain, its own included, at Fort Worth, and both have grain delivered to them on payment of a proportion only of the through export rate; but it did not appear that other elevators at those points were refused similar favors, there being, in fact, no other elevators to receive them. The only tangible fact elicited by the quite extensive investigation, both at Fort Worth and at Kansas City, was that competitors of the companies named were unable, they said, either to buy grain or

to sell grain in competition with them. But that doesn't prove anything—it is only a mysterious fact of the trade, apparently. Inferences don't go far in a law suit, where the court insists on positive evidence.

A lawsuit by H. C. Horst against the Howard Company calls attention to another vicious practice of warehousemen on the Pacific Coast—that of abstracting two pounds of grain from every five sacks put into storage as a "measure of protection"; yet as a matter of fact there is no actual shrinkage of grain in the warehouse. This practice also will be stopped probably. At least it has no defense. The "public elevator" of the present day is a myth; everybody knows that, no matter what the law says; and, therefore, all those "measures of protection" which at one time might have had a defense at the hands of a real "public" elevator man, are now obsolete and if practiced are "graft" and nothing more. They must be abolished either by trade custom, or law, if necessary.

The C., B. & Q. and Missouri Pacific roads have raised the embargo on grain shipments to Kansas City existing during parts of July and August. At the same time there come now the first symptoms of another car famine that may tie up grain at the country stations as completely as it was held there last season. The railroads all agree that the demand for grain cars has begun earlier than usual; and heroic measures will be taken to keep the cars moving. Demurrage will be strictly enforced. There is also a rumor of demoralization of grain rates owing to a cut on a big export shipment of flour via Galveston. But, after all, what most interests Kansas is the question, Will we get rates within the state reduced to a basis to put the state in line with the rest of the world?

Uncle Bob's last letter to his nephew George (Nash-Wright Co. Circular) is devoted to an overhauling of the bucket-shop. Uncle Bob has discovered what George had not, that many country grain dealers who get action with their money in these queer joints think they are speculating. But they are not. They are simply giving the keeper a chance to skin 'em going and coming. Uncle Bob is rather severe on this kind of action and the country dealers who practice it, but he is none too severe. The strange thing about it is that it should be necessary to point out to country dealers the rotten character of the whole business. But Uncle Bob is too clever to fire away his ammunition at will-o'-the-wisps. Better send for the letter if you haven't received it.

"Our boy Solomon," C. A. King & Co.'s clever youngster, has delivered himself wisely on the subject of trading in grain futures, the mechanism and import of which, said Solomon finds it necessary to say (circular dated August 1) many dealers are not familiar with. Reminding the speculator that "boards of trade are not secret societies" where one rides a goat before getting in; and that the difference between a board of trade and a bucket-shop is about the difference between a national and a faro bank, he explains the economic value to grain dealers and millers of future trading as

a protection. King & Co. in a private note tell us it is surprising how many regular dealers do not understand this; and at the first opportunity we hope to reproduce Solomon's remarks for the benefit of any reader who may be ignorant of this essential feature of his business.

The manager of an English-American insurance company writes Insurance Engineering that it occurs to him that "the fire losses on grain elevators for the last eighteen years have been a sort of accelerating accumulative loss;" in short, that elevators are burning faster than they ever burned before. This, the editor of Insurance Engineering assures him, is true, it appearing from the best attainable statistics that in 1899 141 elevators burned; in 1900, 157, and in 1901, 177. But elevators are increasing in number and more of them might be expected to burn. But so far as appears, the insurance companies of the kind these people are interested in do but little to discourage elevator fires, except to elevate the rate every time a big loss is paid. In the big cities, of course, elevators are systematically inspected, but where else are they? On the other hand, the mutuals, as experience has demonstrated, have actually reduced the number of fires in the risks they handle, and the proportion of fires to rate is so much smaller in the mutual companies than the old line as to demonstrate beyond question that with all their so-called science, inspection, etc., the system of the old line companies is somewhere radically defective.

At one time it looked as though the latest blind pool episode at St. Louis would turn the Merchants' Exchange to the proposition to make No. 2 Kansas hard wheat deliverable on contracts; but the Exchange recently voted down the proposition. The revelations of Mr. Cleage's methods in the course of a suit against him brought by S. P. Tressler and 440 other Californians, wherein it appeared that although Mr. Cleage's business was advertised as the Cleage Commission Company, there is in fact no company, and that although the pools have been advertised as profitable, they have paid few, if any, dividends to the members, have, perhaps, by this time probably brought the Exchange to a sense of its responsibility to the public in permitting this sort of trading to go on without let or hindrance. "Blind pools" are now looked upon as "off color" on all conservative exchanges, and St. Louis cannot afford to be eccentric on this question. It is charged by the Californians that Mr. Cleage has been bucket-shopping, and the allegation is made with so much vigor that at last accounts the government had on the strength of it begun an examination of Mr. Cleage's books to ascertain how much, if any, tax is due the revenue department from him. The Californians claim Mr. Cleage has handled on an average \$1,000,000 a month. Mr. Cleage, however, ridicules this statement and claims all taxes to the government have been paid. This business, which is certainly conducted on irregular methods (which we do not presume to say are dishonest, however), is at least of such magnitude and affects so many small investors so intimately that it would seem proper for the Merchants'

Exchange to either let Mr. Cleage hold a membership or bar him from trading entirely, in the interest of the general reputation of the legitimate speculative grain business.

The downfall of a board of trade man who recently committed suicide has been attributed to the alleged necessity for the wholesale dealer to "show the country dealer the town" if the wholesaler wants to hold his trade. There is a modicum of truth here, but only a very little. But in truth the man who attributes his moral failure to such a cause confesses to a weakness wholly his own. The days when countrymen have to be "shown the town" are practically over, for obvious reasons: business men are more decent than they used to be, and they come to town so frequently now that the city has largely lost its glamour, whether they have ever actually seen any of the seamy side of its life after dark or not. There is, of course, more or less treating, but it is much more apt to take the form of a lunch, a quiet dinner or a theater party than a drunken carouse. This latter form of entertainment is no longer the pleasure of a gentleman.

The proposition to make No. 3 corn deliverable on contracts at a 5-cent discount has again been turned down by the Chicago Board's directors, chiefly on the ground that the No. 3 corn could not be safely carried in elevators because of dampness. This is certainly a valid objection and one not likely to be overruled. Yet now that the percentage of moisture that corn may carry and be put in store with safety is known, the remedy is within the reach of the country shipper. In the first place, he need not expect winter-shelled corn to grade contract, and he ought not to buy it for that grade or with that expectation, no matter how good it may be otherwise. But he can by a simple analysis ascertain the actual percentage of moisture necessary to be removed in order to make it grade No. 2, and can remove it. The fact is, the grain business is daily resolving itself more and more to an exact science. Corn can be bred for specific uses. It will soon be necessary for the successful dealer to be able to differentiate corn that is adaptable for one specific use from that adaptable for another specific use, and to market it on that basis, abandoning the present methods of accepting any kind of corn as corn and sending it to market, trusting that it will slip through the inspection at grade whether it is up to grade or not. When the country grain dealer adopts and puts into practice the technical facilities and applies the knowledge of grain daily utilized for his profit by the exporter and terminal shipper, he will make more money and have less complaint to make of "rotten inspections" generally; for when one knows that a good grain inspector can pick up a sample of corn and by feeling of it in his hand tell how much moisture it contains to within half of one per cent or less, as Messrs. Bidwill and Shanahan have repeatedly done and had their "guesses" verified by test in Mr. Scofield's apparatus, one's respect for the character of the inspector's work is materially heightened; and perhaps can understand why No. 3 corn is becoming so much more plentiful and No. 2 so much less plentiful than they used to be.

TRADE NOTES

J. F. Traster, western agent of The Wolf Company, with headquarters at Kansas City, has removed from 5 Navarro building to 1521 Central street.

The capital stock of the Dodge Manufacturing Company of Mishawaka, Ind., has been increased from \$500,000 to \$1,000,000 by transferring \$500,000 from the surplus fund to the capital stock.

Moore & Lorenz Co. of Chicago have added to their plant a gas furnace for heating metals. With the new addition they can turn out products more rapidly and also claim to be able to give a better article to compete with present close prices.

C. A. Burks of Decatur, Ill., has disposed of seventeen elevator properties within the last few months. His latest sale is that of the Ream & Kelso Elevator at Dimmick, Ill., and the H. Van Beuning property at Emden, Ill., to Bartlett, Frazier & Carrington Company of Chicago.

The Vicksburg Grain and Seed Cleaner Co. has been organized at Vicksburg, Mich., and is manufacturing a patent grain and seed cleaner. The officers of the company are: President, Carson Durkeel; vice-president, W. H. Dir; secretary, George H. Rawson; treasurer, L. C. Bent.

"Graphite," the newsy little sheet of the Joseph Dixon Crucible Co., contains a couple of flattering testimonials from B. H. Morgan, manager of the Interior Elevator Co., Minneapolis, Minn., relative to the merits of Dixon's Silica-Graphite Paint. The interior elevators are painted with this brand.

The Midland Machinery Co. of Minneapolis, Minn., are now conveniently situated in their new quarters at 412 Third street south, where they occupy the entire three floors of the old Stock Exchange building. The increased demand for their supplies made a change into a larger place necessary and the company can now give their patrons unusually quick service.

The Garry Iron & Steel Co. of Cleveland, Ohio, has issued an attractive booklet devoted to its line of pneumatic, electric and hand power cranes. The booklet describes, in addition to the company's line of cranes, a number of special machines, including a portable painting machine that is intended for use where it is necessary to apply paint over a large area at a minimum cost.

Elevator owners and others who are interested in the subject of gas and gasoline engines should secure a copy of the new catalogue just issued by the Charter Gas Engine Company of 120 River street, Sterling, Ill. This book contains nearly fifty pages and is devoted exclusively to the line of vapor engines made by this company. It gives clear and concise descriptions of the engines, together with line drawings and half-tone cuts of the different designs. Details of construction are explained and a number of different methods of installing the Charter Gas and Gasoline Engines are shown. The catalogue is one that prospective purchasers of this type of motive power will find most interesting. A copy will be sent free upon request.

The merits of the Clipper Grain, Seed and Bean Cleaners are ably set forth in Catalogue No. 14, just issued by A. T. Ferrell & Co. of Saginaw, Mich. This catalogue describes the entire line of seed and bean cleaners made by the firm and the descriptions are such that the elevator owner is able to determine accurately the machine best suited to his requirements. The firm states that on its power machines, the hopper has been greatly improved. It has been reinforced throughout with sheet steel. A new, quick-acting feed regulator has also been added. This is operated from the side of the machine by turning a knob, and insures a steady feed without attention from the operator, in addition to preventing all leakage. The "vertical air blast," a distinctive feature of the "Clipper" has won for the machine the highest testimonials

from hundreds of the most prominent grain and seed dealers in the country.

C. D. Holbrook & Co., 305 Third street south, Minneapolis, Minn., dealers in grain elevator and mill machinery and gasoline engines, are sending out a new catalogue of the elevator and mill supplies handled by the house. The book contains 100 pages and lists a large line of elevator equipment. The firm makes a specialty of complete elevator outfits and carries in stock a complete line of everything listed in the catalogue.

The New Era Elevator Co. of Sidney, Ohio, inform us that their business is flourishing. They have sold more elevators this year than ever before and say they have yet to receive the first complaint about any of the elevators they have put out. The following have recently purchased one or more New Era Elevators: A. M. Ludeman, Wolcott, Ind.; The Kansas Grain Co., Hutchison, Kans.; J. L. Douglas, Shirley, Ill.; Ben C. Thomas, Columbus, Ind.; F. Z. Ames, Rutland, Ill.; The Farmville Mills, Farmville, Va.; Mackenzie and Winslow, Fall River, Mass.; Zorn Grain Co., Ford Woods, Ill.; Mead Grain Co., Union City, Ind.; E. G. West, Gothenburg, Nebr.; Germania Grain and Stock Co., Germania, Iowa.

FURTHER AMENDMENT OF THE INTERSTATE COMMERCE ACT.

The Executive Committee of the Interstate Commerce Law Convention held a meeting at the Great Northern Hotel, June 16. This is the national organization formed in Chicago about three years ago for the purpose of amending the Interstate Commerce Act. Its membership consists of the leading boards of trade and commercial associations, local, state and national, to the number of about 150, throughout the United States. The Chicago Board of Trade is a prominent and active constituent.

This organization was responsible for the framing and introduction of the so-called "Cullom bill," which failed of passage in the Fifty-sixth Congress, as well as for the "Elkin bill," a part of which was enacted in the last Congress.

The Executive Committee is constituted as follows: E. P. Bacon, Milwaukee, Wisconsin, chairman; C. H. Seybt, St. Louis, Missouri, vice-chairman; R. S. Lyon, Chicago, Illinois, treasurer; Frank Barry, Washington, D. C., secretary; E. O. Stanard, St. Louis, Missouri; W. S. Warren, Chicago, Illinois; Charles Kennedy, Buffalo, New York; Wm. R. Corwine, New York City; Wm. Larrabee, Clermont, Iowa; John W. Springer, Denver, Colorado; S. H. Cowan, Ft. Worth, Texas; J. E. Howard, Wichita, Kansas.

The names of Mr. H. D. Dumont, representing the Merchants' Association of New York, and Mr. R. M. Higbie, of the National Lumber Dealers' Association, New York, were added to the committee. The National Hay Association was represented in the meeting by a special delegation.

After a thorough review of the situation, the committee decided to continue the efforts of the organization to obtain further amendment and strengthening of the law, upon the lines desired by the shipping public. Much encouragement is felt from the success attained through passage of the Elkins law, and it is felt that as a logical sequence of this enactment there will result further legislation to strengthen the powers of the Interstate Commerce Commission.

Immediately upon the opening of the Fifty-eighth Congress, next December, there will be introduced in both branches like bills to amend the Interstate Commerce Act in accordance with the first section of the original Elkins bill, which provided that the Commission shall have the power to correct a rate found, after due hearing and investigation, to be unjust or unlawful; such power being limited, however, by right of appeal from the Commission's findings to the federal courts. This provision was stricken from the recent enactment, but is held to be a most important and necessary amendment to the law. The railroads will, of course, vigorously oppose such legislation, and the issue will be close-

ly drawn upon this particular principle and fought to a finish in the next Congress. The members of the Executive Committee of the Interstate Commerce Law Convention are very confident of success, and their association is well organized and equipped to bring the most powerful influences to bear upon Congress.

CARING FOR GASOLINE ENGINES.

There are a great many points on gasoline engines that must be watched if one expects to get along all right. If he does not watch them, trouble is sure to come, no matter how good an engine he may have, says Power and Transmission. Gasoline engines are to a great extent automatic, and this has led to a prevailing idea that they do not need any attention whatever. This is a great mistake. There is no machine which does not need to be kept clean, oiled, adjusted to take up wear, etc.

Among the most frequent difficulties are obstructions in check valve in the gasoline supply pipe, which will then not permit the gasoline to flow regularly. Air holes in the supply pipe also cause this irregularity of the flow of gasoline. Weak batteries, damp spark coils, broken insulation in the igniter head, or encrusted tube igniters are all causes of trouble.

There are many such points, and it is only by thoroughly studying the engine, its operation and adjustments, so that the operator becomes familiar with the action of the engine, that he will be able to readily detect the source of the trouble and tell its remedy. When he does become familiar with the engine—and it does not require an excessive amount of time or ability to do so—he will find that there is no better power to be secured than he has, and he will wonder why he ever had any trouble at all with it. The secret of it all is, "Know your engine."

NEW RULES AT NEW ORLEANS.

The New Orleans Maritime and Merchants' Exchange inspection department has promulgated new grading rules which include a new grade of corn to be known as No. 5, reading:

No. 5. High mixed corn—to contain no larger proportion than 50 per cent of white grains.

A new rule (No. 14) has been added to the code providing that—

In case of sales made f. o. b. steamers, loading within a given period, should buyer fail to tender his tonnage within the stipulated time, the seller shall have the option of tendering the grain in elevator or warehouse on the last day of delivery, or any time thereafter, or, unless the buyer names a steamer in position to take the grain within ten days, or canceling the contract. In all cases the buyer to pay carrying charges from last day for delivery under contract.

Blackhawk County, Iowa, from which thousands of bushels of corn were shipped annually a few years ago, is shipping in western corn for feeding purposes. This is attributed to the growth of stock raising in the county.

W. H. Gooding, chief grain inspector of Missouri, has been ordered to pay to the state treasurer \$10,000 out of moneys accumulated in the grain inspection department from fees in excess of running expenses of the department. This is in compliance with an act passed by the last legislature authorizing the railroad and warehouse commissioners to deposit this sum.

The United States department of agriculture is making experiments for the purpose of determining the extreme vitality of seeds. Over a hundred species of plants have been packed in a soil consisting of dry clay and inclosed in pots and buried at varying depths underground—eight sets at a depth of six inches, twelve sets at a depth of twenty inches, and a third set of twelve at a depth of three and a half feet. At the end of one, two, three, five, seven, ten, fifteen, twenty, twenty-five, thirty, forty and fifty years, a set from each depth will be exhumed and tested.

IN THE COURTS

D. Dolby of the Drexel Hay & Grain Company, 4800 Cottage Grove Avenue, Chicago, was fined \$5 on August 5 for giving short weights.

T. A. Thorstenson, grain dealer at Amboy, Minn., has failed; liabilities, \$10,855; assets, \$3,900. Alvin H. Poehler of Minneapolis appointed receiver July 27.

Wm. D. Lucy and Frank V. Smith of Worcester, Mass., have been appointed receivers for the Norcross Company, grain dealers at Utica, N. Y., which failed recently.

George Harriman has brought suit against the Western Grain Co. of Birmingham, Ala., for \$1,500 damages as the result of alleged personal injuries received while employed in one of the company's mills.

Attachments proceedings have been instituted against the Thrasher-Perry Grain Co. of Claremont, N. H. The firm is composed of Webster Thrasher and Frank Perry and is said to have been unsuccessful of late.

Geo. T. Sullivan, arrested on a charge made by a customer of Geo. T. Sullivan Company that he had failed to make an accounting of money in his hands, was discharged on July 25 for want of prosecution of the said claim.

C. W. McComb, admr. estate of Wm. Jackson, deceased, has begun suit against the Hasenwinkle Grain Co. at Bloomington, Ill., claiming \$700 damages. The allegation is a contract to buy 5,000 bushels of corn at 36c and that \$700 yet remains unpaid.

A petition in involuntary bankruptcy has been filed at Peoria against James E. Wakefield, surviving partner of Best & Wakefield, whose elevator and lumber yard had been in the hands of the sheriff for some time. A custodian has been appointed for the property.

Henry A. Bradford and thirteen others in six other states, of the St. Louis Commercial Grain and Stock Company, were arrested on July 28 charged with use of the mails to defraud. It is claimed that the men advertised farms for sale, and swindled purchasers by fraudulent titles.

The George T. Sullivan Co. of Chicago has been made defendant in a suit to recover \$1,000, filed August 10 by J. F. Fiske of Leeds, S. D. It is alleged that the money is due on a contract entered into by Fiske with the defendant, whereby the latter agreed to purchase grain of him.

The Kansas City flood losses are in the courts on an application by E. O. Moffatt for an injunction restraining the Board of Trade from expelling him because of his refusal to settle for destroyed grain by the rule laid down by the Board. Mr. Moffatt would have the court decide upon the ownership of the grain when lost.

Chas. A. Hoger, grain commission merchant, and Albert Hoger, his son, foreman of the Union Elevator, Buffalo, N. Y., were arraigned on July 21 on a charge of grand larceny. The specific charge is appropriating 825 bushels of "overrun" wheat, valued at \$635.87, which Albert Hoger is said to have loaded into a car and consigned to his father.

The Interstate Commerce Commission has denied the application of the Cannon Falls Elevator Company for a readjustment of the grain rates between Minneapolis and Chicago and Cannon Falls and Chicago. It was charged that in contravention of the interstate commerce law the C. M. & St. P. and C. G. W. Roads exacted a rate of 15 cents a hundred pounds on small grain from Cannon Falls to Chicago and Milwaukee while making a rate of 7½ cents from Minneapolis to these points, 40 miles farther from Minneapolis than from Cannon Falls. The complainant company stated that it was a large buyer of rye at Cannon Falls, and that with a parity of rates it could market its grain at Louisville, Ky., but that with existing rates it was unable to compete with Minneapolis shippers. Under the

present tariff, the rate from Cannon Falls is 15 cents and the rate to Minneapolis 7 cents, so that by reshipping at Minneapolis the grain takes one-half cent less, but this discrepancy applied only to shipments east of Chicago, so the relief was denied.

The Independent Grain and Stock Exchange of Minneapolis, in answer to a bill by the Chamber of Commerce, which seeks to deprive the Independent Exchange of its quotations, says the Chamber of Commerce is a monopoly trying to "suppress useful and public information"; and also that the Chamber is a "gambler," the deals in futures made by the Chamber reaching 3,600,000,000 bushels annually, whereas the world's yield is only 1,560,000,000 bushels, etc.

FROM THE ENGLISH POINT OF VIEW.

The issue Mr. Chamberlain raises in England by his proposed system of preferential duties to favor the colonies, is, says the London correspondent of the Country Gentleman of Albany, N. Y., "the most important—as a fiscal measure—that has come before the country since Sir Robert Peel gave us the blessing of free imports of corn from your side of the Atlantic. It would prejudicially affect four-fifths of our trade or the sake of a possible benefit of one-fifth. He would, by way of raising us up, add to the terrible burden of poverty, which is already crushing one-third of the people—thus to give us a golden age of prosperity and plenty!"

"Preferential tariffs against foreign imported food would put the whole world in arms against us, from the economist's standpoint, and would mean an enhanced cost of the necessities and lessened enjoyment of the pleasures and luxuries of life. To think that his tariff would stop short at raw materials—our cotton and our sugar for instance—is a short-sighted view. Retaliation in its worst form would soon be the order of the day. Protection, alias 'reciprocity,' alias 'fair trade,' has a seductive aspect, but the bait will not take, save perhaps with your neighbors of the Dominion, whose eyes would soon be opened by measures adopted at Washington. Then it has to be remembered that our colonies are not all corn [grain] producers. Canada is the only British possession which last year sent us an amount of corn [grain] worth serious consideration, the exact figures being as follows:

From Canada	9,500,000 cwt.
From India	2,900,000
From Australia	1,480,000

"The meaning of these figures is clear. A preference on wheat would substantially benefit only one colony. That is all that ever our colonies would get in return for dear bread in the United Kingdom. Is it not clear also that we should soon have to devise means for giving an equal preference to our other colonies? For the benefit of Australia we should have to take wool, to the destruction of the industries of Bradford and elsewhere. For the benefit of New Zealand we should have to take mutton. Then there is the fact that by far the greater part of our indispensable imports are derived from countries outside the empire. Eighty per cent of our import trade, and 62 per cent of our export trade, is transacted with foreign nations. Apart from other considerations, therefore, it is even foolish to desolate our commerce in the endeavor to increase but a small portion of it. Rather let us continue on a solid prosperity by being 'the great dumping ground of the world.' To depart from this sound principle spells ruin and break-up to the empire."

A new Corn Palace exposition has been organized at Peoria to continue the annual corn carnival, which the old association decided last spring to abandon.

The Cairo, Ill., Board of Trade has completed arrangements whereby each local grain firm will have an inspector. J. B. Gillespie will continue as chief inspector and all deputies will be referred to him. The new plan is expected to insure a uniform system of grading and inspection.

FACTS AND FIGURES

A branch of the Wisconsin Grain Dealers' association has been organized at Janesville by Secretary Spoerri.

The total flood loss at Kansas City, Kan., is estimated by John W. Radford, state grain inspector, at \$9,525,000.

New Timothy hay appeared on the Chicago market for the first time this season on July 13. It was from Illinois and sold on track at \$11.00@13.00.

A scientific expedition has been organized at St. Johns, N. F., to make an exploration of Hudson Bay to determine the availability of the bay as a grain route.

It is proposed to forbid by ordinance in Chicago the erection of an elevator in any block two-thirds of which is occupied by residences, without the consent of said residents.

At July 1 grain bags at San Diego, Cal., were offered at 5¼ cents in 100,000 lots, with a nominal increase for smaller quantities, being ¼c under the price of six weeks previous.

Kansas girls have been working in the wheat fields during the harvest, earning \$2.50 to \$3.00 per day and beating the Harvard and other college athletes "all to pieces" as all-day hands.

The Pratt cereal oil plant at Decatur, Ill., is now turning out 12,000 pounds of corn oil daily. In a short time this will be increased to 50,000 pounds a day. This means a consumption of 600,000 pounds of raw material in 24 hours.

Broom corn has advanced sharply and \$100 has been freely paid. For the past six months the product has been slow sale at \$50 to \$60, but growers have held their crops, believing a boom was due. The Kansas crop will be short.

The steamer Mauch Chunk recently loaded a cargo of 335,000 bushels of oats at the Illinois Central Elevator. This is the record for the Chicago River. The South Chicago record, held by the Simon J. Murphy, is 269,000 bushels of corn, weighing 7,532 tons.

The first cars of new oats reached Indianapolis on July 25 from Murdock and Pierson, Ill., Boyd consignee. The first car graded No. 2 mixed and tested but 30½ lbs. The other one, however, graded No. 2 white, and tested 34 lbs. No. 2 white, with a test of 32 lbs., is the standard in the Indianapolis market.

The first big contract made at Colfax, Wash., for new wheat was one for 20,000 bushels, to be sold to Kerr, Gifford & Co., as soon as thrashed, for 60c, sacked and in the warehouse. This is said to be the highest opening price paid in the Palouse country in many years and also a greater premium over Chicago values than had ever been known since the Pacific Coast began to figure as a wheat exporter. The Australian demand is credited with some influence; but on the Coast the continuance of a \$3 rate for flour and \$5 for grain to the Orient is considered as the chief factor, as it gives added value to the wheat for milling purposes.

A fancy but profitable deal has recently been put through by several of the young bloods of 'Change. A syndicate composed of George T. Powell, Arthur P. Richardson and C. H. Bacon went short a large line of golf balls in Chicago at \$3.75 and bought just the same amount in St. Louis at \$2.50, making what in speculative parlance is called a "spread." The cold, rainy season at Chicago so completely knocked out the game of golf there that golf balls declined to \$1.35, whereas the fine weather and the golf tournament at St. Louis created such a demand for balls that they sold as high as \$6.25. The syndicate cleaned up quite a pretty profit. George Powell's massive intellect evolved this great deal. The other members will present him with a brassy mounted on a niblick as a testimonial to his great head.—St. Louis Post-Dispatch.

THE COUNTRY GRAIN BUSINESS IN MANITOBA.

Is the country elevator business of Manitoba and the Northwestern Territories being overdone? is a question that is confronting the grain trade of Winnipeg; and the increasing number of elevators is viewed with solicitude. It is only natural that those already established in a business they have developed with the growth of the country should not wish to divide it with new companies; therefore, the assertion of the Canadian companies that the business is becoming cut up and that the number of country houses has already gone beyond the requirements of the country, will naturally be taken as the expression of biased persons, says a Winnipeg correspondent of the Commercial West. A few figures will therefore have more weight with the grain trade at large than any amount of argument.

In the Canadian northwest there are 885 country elevators, or that number has been registered. Up to May 1 the stations where these elevators are located are had handled approximately 37,000,000 bushels of wheat on the last crop. Of this amount, 6,000,000 bushels were loaded into cars from track platforms; therefore the elevators handled but 31,000,000. On May 1 there were 8,500,000 bushels in store, and about 4,000,000 in farmers' hands. This, should the elevators get it all, will give a total of 43,500,000 bushels handled by the 885 houses for the crop year, or an average of a trifle under 50,000 bushels of wheat for each house. There is in contemplation now the building of 200 country elevators. It may be that there is room for that many more; but it would seem from the foregoing figures that the outlook for business should first be thoroughly investigated. There will, of course, be a few new stations in new territory, where the business will warrant the building of elevators; but building is not confined to such localities.

There is still another feature of the country elevator business—two features, in fact, that must be considered; namely, loading on track and shipping by commission men. These are closely allied. The amount of wheat loaded on track, which represents farmers' shipments or sales to commission men, is large. Up to January 1 the Canadian Northern road had, at certain stations, taken 4,173,000 bushels of wheat from elevators and 1,689,000 bushels that were loaded on track. How this percentage would hold out for the whole wheat area cannot be told, but it certainly gives some idea of the extent of track loading.

The law which regulates the distribution of cars to shippers is doubtless well known to the grain trade in the United States, but it may not be out of place to briefly touch upon it. The law provides that if a number of shippers have applications in at any station for cars, one car shall be given to each shipper in the order of his application. Although one or the applicants may be the local elevator company, which might have a house full of grain, and the others were farmers, the company could get but one car, in its order, and all the others would get a car each before it could have another. This law is rigidly enforced. A test case has been made, which will be carried to the highest court; but so far the law has been sustained.

Now the commission man or track buyer has some advantages over the elevator owner. When the farmers get their cars loaded, he can buy them and so, at times, do a more active business than the elevator owner who cannot get cars. The latter might enter into competition with himself and the track buyer, and probably is at times compelled to.

The railroads in Canada do not, as do some roads in the United States, place any restriction on the number of elevators that may be built at a station. This, of course, opens the way for unlimited competition, which is not the life of trade. Furthermore, the roads are to some extent building spurs with loading platforms between stations, which will increase track loading. The tendency seems to be in this direction, and therefore toward the enlargement of the grain commission business.

The day of big profits in the buying of grain in

the Canadian northwest is apparently over. Yet the grain buyer must, in self protection, buy of the farmers at a wide margin under the market price during the late fall and through the winter. This is made necessary, as the closing of navigation practically puts a stop to exporting, and the grain must therefore be carried until spring, without any opportunity to safely hedge against it as can be done in the United States.

Navigation closed, last year, on December 5. But the country elevators, owing to the inability to get cars, shipped out only the wheat purchased prior to October 18. Thus all the grain purchased after October 18 was carried until spring, and the price of cash wheat after that date should have been several cents under the May price; yet all the fall cash and May wheat were the same. Any tendency to widen the spread between cash wheat and the futures at once resulted in more track loading. The farmers believed they were being discriminated against, and they would not stand it. Their shipments only resulted in a greater congestion of loaded cars, which it took so long to straighten out.

The law that discriminates against the elevator owner in favor of the farmer was doubtless well meant, but it was probably framed by some theoretical person unfamiliar with the principles of business. It is a serious handicap to the proper development of the grain business, and this must inevitably react on the farmer.

CLEANING WHEAT.

[From a paper by Calvin W. Tuttle read at the annual meeting (1903) of the Indiana Grain Dealers' Association.]

[Speaking largely from a miller's point of view, Mr. Tuttle explained how his competitor and himself were brought together some years ago by force of obvious circumstances and decided to put in milling separators, over which the wheat they bought from the farmers was made to pass before it reached the scale hopper.] We paid them for their clean wheat, and gave them back their dirty screenings. Then trouble began.

We were called thieves and robbers, and sometimes "worse things." It gave the shippers an opportunity to say to the farmer, "Don't take your wheat to the mills; they will clean it for you, while we will pay you for 'dirt' and all." This argument is still being used in many localities.

The question is, What does the shipper do with all this dirt? Must they not guess how much their wheat will be "blowed" at Toledo or other points in order to make it grade? The screenings are worth more to the farmer than to any other person, and more than the "account of sales" from your commission house allows the shipper.

Now, I desire to ask whether as shippers of wheat you are not the purchasing agents of millers? Some miller must grind the wheat, or the majority of it, that you ship. If this is true, then do not the conditions upon which wheat is bought affect us similarly? Why not eradicate the anxiety as to how your wheat is going to grade in the market? The installation of receiving separators in your elevators will relieve this anxiety and often hard feelings against your commission houses. Put in the separators; give the farmer back his screenings and you will have less trouble. The hard things your farmer friends will say about you at the start will soon pass over, as has been the result in our case. Patient and a little reasoning will prove to them that they are in the wrong, and that the only right and the most satisfactory way to buy wheat, both to the buyer and seller, is to clean the wheat before you weigh it.

Show the farmer the dirty screenings and ask him if he wants flour made from that kind of stuff. He will invariably say, "No, sir." Then say to him that some mill must grind this wheat, and that the mill must clean it in order to have its flour equal to its neighbor's. The farmers will soon agree with you, that the only right way to buy wheat is over a receiving separator.

In England the rates on flour and wheat on the railways is the same, both being shipped in sacks.

FOREIGN NEWS

French millers having refused to buy Indian wheat dirty, it is now cleaned before shipped to that country.

Ten new co-operative granaries have been established in Hungarian interior towns. These get a bounty of about \$2,000 each per annum.

A grain trimmer at Newry, England, fell asleep while handling grain from an elevator into the bin and was ultimately buried and smothered!

The free importation of wheat into Mexico, which extended through June and July, closed at midnight, July 31. It is estimated that during the two months nearly 800 cars of Texas wheat went into Mexico.

Turner, Nott & Co. is the name of a new firm of grain importers at Plymouth, England. The house has been in business at Bristol, where the head office still is.

A special commission, appointed by the Russian government to consider the needs of agriculturists, has recommended the building of grain elevators at the larger stations and seaports of the Empire.

The first general memorandum on the wheat crop of India, 1902-3, was issued on June 2, and estimates the wheat output at about 291,000,000 bushels, against 226,352,000 bushels in 1901-2. The estimate includes 21,915,000 bushels grain in the United Provinces in combination with barley and grain.

The Russian administration of New Chwang has stopped the exportation of wheat to Japan. The export of grain from Chinese ports is illegal, but the Russians heretofore have ignored the law. During the last week of July the Japanese obtained many ship loads from New Chwang, apparently preparing for war contingencies. Several ships were employed in bringing wheat from Shanghai and southern ports to New Chwang, where it was transhipped as a direct export.

The London Miller is authority for the statement that Rhodesia, South Africa, is a corn country. The native grain is Indian corn (mealies), which is grown by the natives first for their own consumption and second for trade. A ready and increasing market is found at the various mines. The secretary of the British South Africa company states that there is no surer industry in Rhodesia to-day than the production of Indian corn on a large scale. A crop of 30 to 50 bushels to the acre can be grown on land which can be bought at a very small price. The average price per 100 pounds, delivered at Bulawayo, or at the mines, varies from \$2.43 to \$3.64, as against 91 cents at Chicago and \$1.09 at Liverpool; but freights from the interior are very heavy, cutting sharply into these prices.

According to Chambers' Journal there will soon be erected in London another floating pneumatic elevator for unloading vessels or barges alongside. The grain is sucked up along with air through pipes into an air-tight chamber on board the "unloader," and falls into a hopper below. From this hopper the grain is taken by an automatic valve, which lets the grain out without destroying the vacuum in the chamber, and the grain is then lifted by a bucket elevator to the upper deck, where it is delivered. As a great deal of dust comes along with the grain, this has to be separated from the air to prevent damage to the air-pumps. The grain is separated from the air in the first chamber by means of a large box of perforated material on the end of the suction-pipe, so that only air gets through. The suction-pipe leads into a second chamber, inside which is also a partial vacuum, and which is about half-full of sea-water, kept at a constant level by means of pumps in the engine-room. The air in the suction-pipe passes through this water, and so gives up the dust which it carried, goes to the air-pump, and is discharged. The apparatus, which is the invention of a Mr. Heugh, and has been built at Leith, is said to be capable of lifting a hundred tons of grain per hour. The compound horizontal engine on board is capable of developing 500 horsepower, each cylinder driving a pump tandem.

EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Aug. 8, 1903, as compared with same weeks last year, have been as follows:

Articles.	For week ending		For week ending	
	Aug. 8.	Aug. 9.	Aug. 1.	Aug. 2.
	1903.	1902.	1903.	1902.
Wheat, bushels	2,064,050	2,826,000	1,913,000	2,917,000
Corn, bushels	1,092,000	44,000	1,049,000	33,000
Oats, bushels	49,000	27,000	131,000	29,000
Rye, bushels	38,000	123,000
Barley, bushels	25,000	22,000
Flour, bbls	231,900	252,000	791,000	288,000

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Aug. 8, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	941,000	272,000	189,000	12,000	1,000
Boston	331,000	209,000	38,000		
Buffalo	732,000	368,000	759,000	23,000	150,000
do. afloat					
Chicago	1,610,000	3,472,000	2,731,000	214,000	
do. afloat					
Detroit	51,000	19,000	24,000	10,000	
do. afloat					
Duluth	124,000	1,000	32,000	37,000	76,000
do. afloat					
Fort William	300,000				
do. afloat					
Galveston	1,162,000				
do. afloat					
Indianapolis	568,000	54,000	13,000	4,000	
Kansas City	638,000	154,000	12,000		
Milwaukee	223,000	14,000	74,000		30,000
do. afloat					
Minneapolis	2,226,000	3,000	130,000	11,000	14,000
Montreal	316,000	73,000	265,000	3,000	47,000
New Orleans	169,000	54,000			
do. afloat					
New York	537,000	282,000	465,000	171,000	81,000
do. afloat					
Peoria	6,000	155,000	268,000	21,000	1,000
Philadelphia	145,000	97,000	164,000	1,000	
Port Arthur	75,000				
do. afloat					
St. Louis	1,609,000	275,000	61,000	18,000	
do. afloat					
Toledo	727,000	294,000	307,000	13,000	
do. afloat					
Toronto	4,000		1,000		
On Canal	210,000	516,000	232,000		
On Lakes	332,000	480,000	541,000	19,000	
On Miss. River					
Grand Total	13,099,000	6,827,000	6,308,000	587,000	400,000
Corresponding date 1902	21,773,000	6,156,000	1,646,000	297,000	89,000
Weekly Inc.					52,000
Weekly Dec.	315,000	165,000	177,000	71,000	

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 24 months ending with July as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1902-03.	1901-02.	1902-03.	1901-02.
August	411,198	561,000	250,496	299,587
September	455,866	360,000	273,292	296,782
October	789,075	554,250	145,142	50,092
November	755,833	538,750	140,400	106,841
December	408,271	581,243	40,559	36,915
January	258,875	432,000	28,643	34,299
February	454,650	215,250	39,473	19,896
March	283,200	159,700	46,323	40,988
April	306,918	114,000	39,367	141,196
May	91,800	37,000	46,375	63,838
June	106,250	327,742	14,362	62,478
July	231,981	41,790	23,491	19,504
Total bushels	4,539,917	3,972,725	1,088,023	1,162,346

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Aug. 12, has been as follows:

JULY	NO. 2*		NO. 1*		CORN.		ST. OATS.		NO. 2 RYE.		NO. N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
13	76 1/4	79 3/4	79 1/4	83	50 1/4	50 1/4	41	42	54	54		
14	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
15	76 1/4	78 1/4	82	84 1/4	50 1/4	50 1/4	41 1/4	42	54	54		
16	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
17	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
18	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
19	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
20	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
21	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
22	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
23	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
24	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
25	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
26	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
27	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
28	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
29	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
30	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
31	75 1/4	77 1/4	81	83 1/4	49 1/4	49 1/4	40 1/4	41	54	54		
Aug. 1	77 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4	.97	.97
2	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
3	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
4	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
5	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
6	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
7	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
8	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
9	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
10	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		
11	79 1/4	81 1/4	83 1/4	85 1/4	54 1/4	54 1/4	45 1/4	46 1/4	54 1/4	54 1/4		
12	78 1/4	79 3/4	82	84 1/4	53 1/4	53 1/4	44 1/4	45 1/4	53 1/4	53 1/4		

During the week ending July 17, prime contract Timothy sold at \$3.40@3.45 per cental; prime contract Clover seed at \$11.50@12.50; Hungarian at 75c@1.00; German Millet at 70c@1.00; Buckwheat at \$1.50@1.75 per 100 pounds.

During the week ending July 24, prime contract Timothy seed sold at \$3.30@3.45 per cental; prime contract Clover seed at \$12.00@12.50; Hungarian at 70@90c; German Millet at 70@90c; Buckwheat at \$1.50@1.75 per 100 pounds.

During the week ending July 31, prime contract Timothy sold at \$3.35@3.40 per cental; prime contract Clover seed at \$12.00@12.50; Hungarian at 70@90c; German Millet at 70@90c; Buckwheat at \$1.50@1.75 per 100 pounds.

During the week ending August 7 prime contract Timothy seed sold at \$3.30@3.40 per cental; prime contract Clover seed at \$12.00@12.50; Hungarian at 70@90c; German Millet at 70@90c; Buckwheat at \$1.50@1.75 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of July, 1903.

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	1,620,331	2,587,498	634,951	1,654,894
Corn, bushels	548,068	179,031	707,152	15,320
Oats, bushels	302,915	127,380	340	2,200
Barley, bushels				
Rye, bushels	20,661	9,453	60,000	
Clover Seed, lbs.		1,226		
Hay, tons	4,351	2,484	1,596	1,106
Flour, bbls.	389,996	250,243	301,161	214,079

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	58,590	332,031	88,677	932,544
Corn, bushels	421,204	38,490	99,670	20,951
Oats, bushels	587,200	491,227	4,220	1,315
Barley, bushels	4,634	1,735		
Rye, bushels	4,061	715		
Flax Seed, bushels				
Milled feed, tons	1,115	864	100	43
Corn Meal, bbls.	2,278	1,148	1,395	
Oat Meal, bbls.	5,572	5,448	118	3,007
Oat Meal, sacks.	6,668	2,660	4,636	3,485
Hay, tons	15,120	21,930	51	962
Flour, bbls.	11,816	150,718	22,319	64,876

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	2,613,365	3,295,108	1,572,000	2,206,000
Corn, bushels	5,318,223	3,551,575	5,430,000	3,630,000
Oats, bushels	3,227,302	1,673,628	4,828,000	2,306,200
Barley, bushels	35,000	27,570		244,000
Rye, bushels	193,100	347,293	176,000	
Clover Seed, lbs.				
Other Grass Seed, lbs.	33,468	21,032		
Flax Seed, bushels	1,043,000			
Hay, tons	1,319,156	1,241,348		
Flour, bbls.				

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	1,322,297	3,781,903	1,494,615	1,797,681
Corn, bushels	6,753,540	6,604,994	8,450,082	5,244,166
Oats, bushels	8,516,913	6,401,996	5,247,402	3,983,199
Barley, bushels	864,515	191,275	42,260	38,684
Rye, bushels	196,157	141,288	107,790	40,455
Timothy Seed, lbs.	1,201,181	41,800	497,770	146,190
Clover Seed, lbs.	55,580	7,930	62,775	32,275
Other Grass Seed, lbs.	444,835	252,510	328,195	969,656
Flax Seed, bushels	316,813	50,525	20,311	25,489
Broom Corn, lbs.	1,650,965	1,800,900	1,252,290	685,192
Hay, tons	23,075	12,405	7,450	832
Flour, bbls.	572,445	393,680	389,055	284,582

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	289,283	348,594	198,736	240,416
Corn, bushels	503,694	418,042	409,773	143,100
Oats, bushels	466,663	339,708	187,366	42,385
Barley, bushels	10,400	1,111	255	253
Rye, bushels	37,071	11,841	4,270	456
Timothy Seed, bags		739	1,810	1,039
Clover Seed, bags	134	955	1,060	856
Other Grass Seed, bags	5,141	3,617	7,508	1,969
Hay, tons	5,852	6,532	4,180	3,770
Flour, bbls.	85,336	120,352	59,138	111,560

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	190

ELEVATOR AND GRAIN NEWS

ILLINOIS.

F. L. Warner is building a new elevator at Fisher, Ill.

Work has commenced on the new elevator at Long Creek, Ill.

The Spires Elevator Co. is building a new elevator at Minonk, Ill.

Purcells & Heltinger are erecting a new elevator at Harmon, Ill.

The new 30,000-bushel elevator at Ferris, Ill., has been completed.

M. R. Walsh has repaired and overhauled his elevator at Cardiff, Ill.

The firm of Epps & Jones, grain dealers at Chrisman, Ill., has dissolved.

Herman Young and Clarence Gibbs are building an elevator at Croft, Ill.

The Atlas Elevator Co. is putting up an office near its elevator at Harmon, Ill.

Reed & North succeed Miles Reed in the grain business at Carterville, Ill.

N. E. Breaw of Esmond, Ill., has sold his elevator at that place to a Mr. Ashelford.

H. & C. Oakes contemplate the erection of a 30,000-bushel elevator at Bluffs, Ill.

The Farmers' Grain Co. at Deer Creek, Ill., has increased its capital stock to \$6,000.

Mrs. H. Hehrens has built an elevator on her farm near Dewey, Ill., at a cost of \$2,000.

Davis & Hiron are making preparations to erect a grain elevator at Waltonville, Ill.

Christ. Drake's new 8,000-bushel elevator at Baileyville, Ill., has been completed.

The Jenkins Grain Co. will build a new elevator at Jenkins Switch, near Clinton, Ill.

The project for the erection of a farmers' elevator at Mackinaw, Ill., has been abandoned.

Firey Bros. & Turner of Edinburg, Ill., will erect an elevator at Roby, Ill., in the near future.

The B. P. Hill Grain Co. has been chartered at Freeport, Ill., with a capital stock of \$30,000.

Cuppy Bros. will build a 50-foot addition to their elevator at Humboldt, Ill., in the near future.

Evans Bros. & Morisy succeed A. H. Webber & Son in the grain and coal business at Padua, Ill.

The new Farmers' Elevator Co. at Strawn, Ill., has secured a site for the erection of an elevator.

The Calumet & Western Elevator Co. succeeds the Calumet Grain & Elevator Co. at Chicago, Ill.

Twist Bros. of Rochester, Ill., will equip their elevator at Pawnee, Ill., with an improved Hall Distributor.

The farmers in the vicinity of Lodemia, Ill., are considering the advisability of erecting an elevator at that place.

The Richert Milling Co. has again taken charge of its elevator at Belleville, Ill., and is in the market for wheat.

Joel Williams will erect an elevator at Farmer City, Ill. A site has been secured and work will begin at once.

C. A. Burks has leased the C. H. & D. Elevator at Decatur, Ill., and will operate it as a public transfer elevator.

John Bowlin, formerly of Munster, Ill., has purchased the Moon Elevator at Reading, Ill. The consideration was \$4,250.

The Ernst Elevator at Humboldt, Ill., which was destroyed by fire some months ago, is being rebuilt on much larger scale.

A. Sturman and C. G. Gamble have formed a partnership at Dahlgren, Ill., to engage in the grain, hay and seed business.

Steger Bros. are remodeling their elevator at Mattison, Ill., and putting in new machinery. The Burrell Engineering & Construction Co. has the contract.

The grain firm of Davison & Hartsock, at Lane, Ill., has dissolved partnership. E. Hartsock will continue the business, having purchased Mr. Davison's interest.

Bruce & Jamieson, grain dealers at Marseilles, Ill., have dissolved partnership. Mr. Jamieson has retired from the firm and has gone to Montana to seek a location.

Thirty farmers in the vicinity of Monticello, Ill., have organized as the Monticello Grain Co. The capital stock is \$10,000 divided into shares of \$50 each. No stockholder is permitted to hold more

than four shares. The new concern has as yet no facilities for handling grain.

A large force of men are at work on R. F. Cummins' new elevator at Clifton, Ill., and the structure is progressing rapidly.

The material for the new elevator of the Farmers' Co-operative Co. at Gibson City, Ill., has arrived and work has been begun.

S. R. Yantis' new elevator at Fulton, Ill., has been completed. A gasoline engine has been installed to operate the machinery.

The Neola Elevator Co. recently overhauled its elevator at Stillman Valley, Ill., and added twelve feet to the height of the building.

R. G. Risser has enlarged his elevator at Exline, Ill., put in a new gasoline engine, built a new driveway and has painted the elevator.

Brownback & Scovil, grain dealers at Lakewood, Ill., are reported to contemplate the erection of a new elevator at that place in the near future.

Alex. Hedrich has installed a new gasoline engine in his elevator at Haldane, Ill. He will build an addition to the elevator in the near future.

The Northwestern Elevator Co. has sold its former office at the foot of Locust street, Sterling, Ill., to John Sellers, who will use it for a barn.

R. G. Risser is improving his Illinois Central Elevator at Kankakee, Ill., having put in new drive-shafts, enlarged bins for storage and installed new cleaning machinery.

C. L. Aygarn's new elevator at Pontiac, Ill., has been completed and is now in operation. It is one of the best arranged and most modern elevators in that part of the state.

C. H. Hopwood of St. Anne, Ill., has purchased Snyder & Dunavan's elevator and coal business at East Lynn, Ill. B. F. Hopwood will have charge of the business at East Lynn.

Snyder Bros.' elevator at Metamora, Ill., has been raised about three feet for the purpose of increasing the storage capacity and to make more room for the elevating machinery.

Hubbs, Lewis & Beggs will build a new elevator at Orleans, Ill., to replace the one recently destroyed by fire. The new house will be modern in every respect and will cost \$6,000.

The new 30,000-bushel elevator of the Farmers' Grain & Coal Co. at Shirley, Ill., has been completed. The house is modern in every respect and is operated by a 15-horsepower gasoline engine.

Samuel Idding, Edgar Dyder, J. S. Rice and J. S. Grinter have incorporated at Atlanta, Ill., as the Atlanta Grain, Lumber & Coal Co., with a capital stock of \$15,000, to deal in grain, lumber and fuel.

The Zorn Grain Co.'s new 75,000-bushel elevator at Mayview, Ill., which will replace the one burned a short time ago, is about completed. The Burrell Engineering & Construction Co. has the contract.

The Kempton Farmer Elevator Co. has been incorporated at Kempton, Ill., with a capital stock of \$8,500, by George W. Bates, Henry Raab, John H. Decker, Joseph E. Bute and Thomas J. McDermott.

The stockholders of the new farmers' elevator at Arcola, Ill., held a meeting recently and elected a board of six directors. Two were elected for a term of three years, two for two years and two for one year.

Work on the Black & Loomis Co.'s new elevator at Dallas City, Ill., is progressing rapidly and it will be pushed to completion as fast as possible. The foundation is in and the work on the building has begun.

The Sidney Farmers' Elevator Co. was incorporated at Sidney, Ill., on August 10, with a capital stock of \$4,000 to deal in grain and fuel. The incorporators are J. W. Bocock, James M. Johnston and Luther Fisher.

The work on the new elevator at New Berlin, Ill., has begun and it is expected to have the building completed in time for the new corn crop. W. E. Gregory of Pleasant Plains, Ill., will have charge of the house as manager.

The Caney Grain Co. has been incorporated at Chicago, Ill., to buy and sell grain, operate warehouses, elevators, etc. The incorporators are: Seymour Edgerton, H. F. Harvey and Fred W. Hansen. The capital stock is \$5,000.

J. E. Hawthorne of Bloomington, Ill., recently purchased the two elevators at Fletcher, twelve miles from Bloomington, and will operate them. They have a capacity of 35,000 bushels and were purchased from A. H. Conger & Sons.

The Farmers' Elevator Co. of Hartsburg, Ill., held a meeting July 18 and elected S. J. Woland, president; John McMath, vice-president; J. H. Shirley, secretary; board of directors, Henry Shirley, Henry Leesman, Carl Weiland and Henry Quisenberry.

The Cissna Park Grain Co. has purchased the grain and coal business of M. Weidner at Cissna Park, Ill. The company is composed of C. C. Amsler, A. C. Amsler, E. L. Wiese and M. H. Keefe, who are also the owners of the Long View Bank of Long View, Ill., at which point Amsler Bros. were

formerly in the grain business. They are members of the Illinois Grain Dealers' Association.

J. E. Wakefield of the grain firm of Best & Wakefield at Princeville, Ill., has filed a petition in bankruptcy. The affairs of the firm are in such a condition that the elevator has been closed for some time. It is expected that some sort of a settlement will be secured for the creditors.

The Barker Elevator Co. held a meeting at Green Valley, Ill., recently and elected the following board of directors: David Lawler, Adam Orth, Henry Schrader, Frank Giffen, James Barker, Ira Copes, Anthony Fisher, Louis Keefer and Ralph Allen. The company is composed of farmers in the vicinity of Green Valley.

Heiko Van Beuning, who has been engaged in the grain business at Emden, Ill., for a number of years, has sold his elevator and grain business to Bartlett, Frazier & Carrington, of Chicago, Ill., for a consideration of \$8,500. Mr. Van Beuning will continue in charge of the elevator until arrangements are made for a new agent to relieve him.

Crane, Clark & McCullough are erecting an elevator building near their old elevator at Rantoul, Ill. The new house will be 26x30 feet in dimensions and 40 feet in height to the eaves. It will have a capacity of 24,000 bushels, making the firm's total elevator capacity about 40,000 bushels. The new elevator will have two dumps and separate machinery, but both elevators will be operated by one engine.

The Farmer City Grain Co., which was recently organized by 80 farmers in the vicinity of Farmer City, Ill., has purchased W. B. Sill's elevator at that place for \$5,500. The Farmer City Grain Co. is capitalized at 10,000. The officers are: O. L. Hurley, president; F. M. Van Deventer, secretary and F. E. House, treasurer. The board of directors is composed of O. L. Hurley, A. G. Kendall, J. W. Turner, Chas. Dewey, F. E. Houser, L. R. Murphy and F. M. Van Deventer. Emerson French will have charge as manager.

The Decatur Elevator Co.'s new elevator which replaces the burned Lyons & East Elevator at Cerro Gordo, Ill., has been completed and is now in operation. The main part of the elevator is 34 feet square and the portion for ear corn is 20x64 feet in dimensions. The cob and dust bin is 14x18 feet and 36 feet in height and the engine room is 14x16 feet. The foundation is of solid concrete, seven feet in height, with a pit ten feet in depth. The walls of the elevator are of southern pine and the roof is of slate. The machinery was furnished by the Union Iron Works of Decatur, Ill., and is of the latest pattern. The elevator contains three bins eleven feet square and 40 feet in height, holding 3,500 bushels each, and four bins of the same dimensions, 53 feet in height, holding 5,500 bushels each. The elevator has a total storage capacity of 45,000 bushels. A set of Howe Scales having a capacity of 36,000 pounds have been installed as hopper scales. The old wagon scales from the burned elevator are used for weighing in grain received from the farmers. The building contains six wagon dumps. A 25-horsepower Fairbanks, Morse & Co. Gasoline Engine has been installed to operate the machinery. The officers of the Decatur Elevator Co. are: D. S. Shellebarger, of Decatur, Ill., president; O. N. East, of Cerro Gordo, Ill., treasurer, and C. W. Cooper, of Decatur, Ill., secretary. The total cost of the new plant was \$13,000.

EASTERN.

Hilton & Clark have opened a grain store at North Whitfield, Me.

W. H. Tarbell is building a grain and feed store at Pittsford, Vt.

L. Baker & Sons are erecting a feed and grain store at East Richmond, Vt.

W. R. Fitch & Son are building a three-story bean elevator at Rushville, N. Y.

H. F. Bailey & Co. are building a grain and flour warehouse at Old Town, Me.

The Keystone Elevator & Warehouse Co. has been incorporated at Philadelphia, Pa., with a capital stock of \$100,000.

John Costello will erect a new bean elevator on the New York Central at Churchville, N. Y. The elevator will have a capacity for handling and cleaning 1,100 bushels of beans per day.

John Trefethen, for many years a grain and hay dealer at Portland, Me., has retired from business and has been succeeded by the Portland Grain Co., a new organization of which George E. Trefethen is manager.

The M. W. Simonson Co. has been incorporated to do a general grain and feed business at Newark, N. J. The incorporators are: M. W. Simonson, James Hull and Charles H. Steward. The capital stock is \$125,000.

The C. W. Lines Co. of New Britain, Conn., is tearing down its buildings in that city and will erect a large grain, hay and flour elevator on the site. The new structure will be 70x40 feet in dimensions and 50 feet in height. The estimated cost

is between \$6,000 and \$8,000. The first two stories will be of brick and the balance of wood about ten inches thick and covered with slate.

Jas. R. Veldran, Clarence Mable, A. H. G. Maidment and E. P. Veldran have incorporated at Oradell, N. J., as the Oradell Flour, Feed & Grain Co., with a capital stock of \$50,000. This company succeeds William Veldran's Sons.

M. H. Dewey of Russell, Mass., has removed his grain business from the building he has occupied for some time, to the old Peebles Mill. The building vacated by Mr. Dewey has been fitted up as a grain and feed store by L. S. Boynton.

Work on the new elevator at Canton, Baltimore, Md., is progressing rapidly. The new house will be 98x240 feet in dimensions and will have a storage capacity, in addition to working room, of 1,000,000 bushels. The bins will be 70 feet high, square in shape, and covered on top. The new plant will cost about \$500,000 and it is expected that it will be completed and ready for use about October 1.

J. Cushing estate is erecting a new 90,000-bushel elevator at Fitchburg, Mass. The new structure will be 72x36 feet in dimensions and 100 feet in height from the street level to the top of the cupola. It will be of frame construction, covered with corrugated steel and erected on a solid rock foundation. A 3,000-bushel addition is also being built to the elevator at Keene, Mass., owned by the same parties.

MINNESOTA.

A new elevator is being built at Sonora, Minn.

The new elevator at French, Minn., is about completed.

The elevator at Hendrum, Minn., is closed for repairs.

The new elevator at Comstock, Minn., has been completed.

The St. John Grain Co. is remodeling its elevator at Le Sueur, Minn.

A Mr. McGlin has purchased the Baldwin Elevator at Edgerton, Minn.

The new elevator at Garfield, Minn., is completed and ready for business.

Work has been begun on L. L. Babcock's new elevator at Dundas, Minn.

Bingham Bros. are remodeling and repairing their elevator at Essig, Minn.

The S. Y. Hyde Elevator Co. has built a large coal house at Slayton, Minn.

The Schmid & Anderson Grain Co. is putting up an elevator at Clements, Minn.

The Inter-State Grain Co.'s elevator at Atwater, Minn., is closed for the season.

The State Elevator Co. is building coal sheds at its elevator at Hutchinson, Minn.

The Cargill Elevator Co. will build an addition to its elevator at Holloway, Minn.

The Winthrop Farmers' Elevator Co. is improving its elevator at Winthrop, Minn.

Frank Korista will put a stone foundation under his elevator at Silver Lake, Minn.

Cargill Bros.' elevator at Rochester, Minn., has been closed down until September 1.

The Northern Grain Co. has opened its elevator at Guckeen, Minn., for the new crop.

A new gasoline engine has been installed in the Peavey Elevator at Renville, Minn.

The Benson Grain Co. has put its house at Hadley, Minn., in shape for this season's crop.

W. H. Nichols and Sam Kahn have leased the Peavey Elevator at Belle Plaine, Minn.

The S. Y. Hyde Elevator Co. is rebuilding and remodeling its elevator at Airlie, Minn.

The Columbia Elevator Co. has installed dump scales in its warehouse at Olivia, Minn.

The Eagle Roller Mill Co. is making several improvements in its elevator at Hanska, Minn.

A new stone foundation has been placed under the Great Western Elevator at Hanska, Minn.

The Pacific Elevator at Echo, Minn., has been repaired and put in shape for the new crop.

The Cargill Elevator at Spicer, Minn., has been closed down until the fall grain season begins.

The S. Y. Hyde Elevator Co.'s house at Lonsdale, Minn., has been closed down until September 1.

The Stedman Elevator Co. has raised its elevator at West Union, Minn., and put in a stone foundation.

The Farmers' Elevator Co. of Danvers, Minn., will, it is reported, lease its elevator for the coming season.

Another elevator is reported to be in completion at Donnelly, Minn. There are already three at that point.

The Western Elevator Co. held its annual meeting at Winona, Minn., on August 3, and the old officers were re-elected as follows: President, Charles Horton; first vice-president, W. B. Parsons;

second vice-president, W. P. Tearse; treasurer, R. E. Tearse, and secretary, E. D. Dyar.

The recently organized Farmers' Elevator Co. of Truman, Minn., will build an elevator at that place at a cost of \$3,000.

John Cronon is building a grain elevator at Lansing, Minn. The new structure will be 27x60 feet and 70 feet in height.

The East Grand Forks Transportation Co. will build an elevator five miles south of Big Woods, Minn., on the Red River.

The R. E. Jones Co. of Wabasha, Minn., will build an elevator at Zumbro Falls, Minn., in time to handle the coming crop.

The new elevator of the Shewis-Moen Elevator Co. at Dundee, Minn., will be 26x28 feet and have a capacity of 20,000 bushels.

Reel & Hartz is the style of a new grain firm operating elevators at Randolph and Stanton, Minn., with headquarters at Randolph.

The Van Dusen Elevator Co. of Minneapolis is rebuilding its elevator at Springfield, Minn., which was destroyed by fire last fall.

It is reported that a side track will be put in by the Great Northern Railway at Grue, Minn., and an elevator erected at that point.

The Star Elevator at Minneapolis, which was badly damaged by a wind storm recently, has been repaired and is again in operation.

T. A. Thorstensen, a grain dealer at Amboy, Minn., has filed a petition in bankruptcy. His assets are \$3,900 and his liabilities \$10,885.

The new elevator of the Farmers' Independent Elevator Co. at Tyler, Minn., is ready for business. Mose Roberts is in charge as grain buyer.

John Cronan & Co. of Elkton, Minn., have overhauled and repaired their elevator at that point preparatory to taking in the new crop of grain.

The Northwestern Elevator Co. is painting and otherwise improving its elevator at Evansville, Minn. New dump scales will also be installed.

C. W. Sidnam & Co. of Sheldon, Iowa, have purchased the elevators at Monticello and Clearwater, Minn., and will open them for business August 15.

The directors of the Fosston Farmers' Elevator Co. of Fosston, Minn., will lease the company's house for the coming season instead of operating it.

C. R. Griebel has sold the elevator at Farmington, Minn., which he has operated for over twenty years, to H. M. Babcock of Dundas, Minn., for \$5,000.

The Peterson Grain Co. will rebuild its elevator at Lester Prairie, Minn. A new gasoline engine will replace the present horsepower as motive power.

The Minneapolis & Northern Elevator Co. has taken out the steam engine in its elevator at Halstad, Minn., and replaced it with a 12-horsepower gasoline engine.

The Skewis-Moen Grain Co. of Minneapolis has purchased A. Y. Henderson's elevator at Vernon Center, Minn. Mr. Henderson will remain in charge for the company.

The Empire Elevator Co. has installed a new and larger gasoline engine in its elevator at Hutchinson, Minn. The old one was too small to operate the plant satisfactorily.

The Marfield-Griffiths Grain Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$250,000. J. R. Marfield, formerly of Winona, Minn., is president.

The office of the secretary of the South Minnesota and South Dakota Grain Dealers' Association has been moved from 225 Godfrey Building to 316 Flour Exchange, Minneapolis.

The recently organized Farmers' Grain & Fuel Co. of Redwood Falls, Minn., is reported to have made arrangements to purchase the Western Elevator Co.'s house at that place.

John P. Coffey, proprietor of the Luverne (Minn.) Roller Mills, has purchased the McCaul-Webster Elevator at Clear Lake, Minn. Charles Carman has charge of the house as manager.

The Electric Steel Elevator Co. of Minneapolis, Minn., recently took out a building permit for the erection of nine steel storage tanks for grain, to be erected in that city at a cost of \$29,000.

The affairs of the Farmers' Elevator Co. at St. Peter, Minn., are being closed up preparatory to dissolution. The stockholders are said to have received \$40 for each \$25 share of stock held by them.

The Zenith Elevator Co.'s elevator and grounds at Rices Point, Saint Louis County, near Duluth, Minn., will be sold at mortgage foreclosure sale to satisfy the claims of Robert A. Casson, mortgagee, on August 31.

The Farmers' Elevator Co. of Kanaranzi, Minn., is said to be experiencing considerable difficulty as regards a site for its new elevator. The Rock Island road at first refused to grant a site and since a site has been chosen and work begun by

the contractor, the railroad, it is alleged, is using every means possible to delay and hinder the work of construction.

The Pacific Elevator Co.'s elevator at Winthrop, Minn., is undergoing repairs. A new gasoline engine and dump scales have been installed and an addition to the driveway has been built.

The project for building an elevator at White Bear, Minn., has been at a standstill because P. H. Sims, who will build the house, is unable to secure a suitable site from the railway company.

The Farmers' Elevator Co. of Renville, Minn., will increase the storage capacity of its elevator at that place by the erection of an addition 24x26 feet in dimensions and as high as the present building.

The recently incorporated Wohlhuter Elevator Co. of Fairmont, Minn., has elected the following officers: President, Valentine Wohlhuter; vice-president, E. C. Stowe, and secretary, George Wohlhuter.

The Northwestern Elevator Co. of Minneapolis, Minn., has filed an amendment increasing its capital stock from \$750,000 to \$1,250,000. Of this amount \$500,000 is preferred stock and \$750,000 is common stock.

The warehouse of the S. Y. Hyde Elevator Co. at Rapidan, Minn., has been torn down and a new elevator is being erected on the site. It is expected that the new house will be ready for business by August 15.

The Minneapolis & Northern Elevator at Sauk Centre, Minn., is being repaired and put into condition for the fall business. A Fairbanks Dump Scale is being put in, the roof reshingled and other improvements made.

S. C. Christenson of Madelia, Minn., recently purchased the Farmers' Elevator Co.'s elevator at that place at public auction for \$2,800. The sale was made subject to the approval of the court under foreclosure proceedings.

The Farmers' Grain & Fuel Co. has been chartered at Delhi, Minn., with a capital stock of \$10,000. The officers are: D. R. McCorquodale, president; E. Casbert, vice-president; A. D. McLean, secretary, and J. A. Pierson, treasurer.

The stockholders of the Halstad Elevator Co., Halstad, Minn., held their annual meeting recently and elected the following officers: O. P. Oien, president; E. Johnson, secretary; Anthon Eckern, treasurer, and Iver Iverson, general manager.

The Osborne, McMillan Elevator Co. has torn down its elevator at Georgeville, Minn., which was recently blown from its foundations by a wind storm, and will erect a new elevator on the site. The new house is to be ready for business by September 1.

S. H. Tromanhauser has the contract for the new brick elevator of the Farmers' Elevator Co. at Rushford, Minn. The capacity will be 20,000 bushels. It will have 12 bins, two elevator legs, Monitor Combination Cleaner, one Fairbanks Dump Scale and Fairbanks Gasoline Engine.

The Mapleton Farmers' Elevator Co. of Mapleton, Minn., has concluded that the crop prospects around there are so poor that it will not pay to keep their elevator open this season, and have accordingly closed down for one year. The house was operated last year at a loss, it is said.

The farmers' elevator at Norris, Minn., was sold under foreclosure proceedings recently to L. H. Schlattmann of Alberta, Minn., for \$975, as the highest and best bidder. Mr. Schlattmann was formerly president of the Farmers' Elevator Co. and it is reported that he will organize a new company to operate the house.

The Magnolia Mercantile & Elevator Co. of Magnolia, Minn., held its annual meeting recently and elected a board of nine directors and the following officers: President, T. E. Knowlton; vice-president, A. H. Turner; secretary, G. W. Turner, and treasurer and manager, A. Walker. The affairs of the company are in a satisfactory condition.

The work of razing the Great Northern's large Como Elevator at St. Paul, Minn., is nearly completed. The elevator was built in 1879, before Minneapolis became the great grain center of the Northwest, and had a capacity of 750,000 bushels. It has been little used in the past few years and is being torn down to make room for additional switch tracks in the railway company's yards.

At the annual meeting of the stockholders of the Alliance Elevator and Milling Co. held at Sherburn, Minn., the following officers were elected for the ensuing year: Bert Ellis, president; Sam Loomer, vice-president; S. P. Pope, secretary, and C. N. Edwards, treasurer. Directors: M. Kasulke, Geo. Ott, Ben. Buson, P. B. Jensen and Frank Anderson. Last year's business was reported to be satisfactory.

The annual meeting of the Farmers' Elevator Co. of Beardsley, Minn., was held at that city recently. The year's business was reported satisfactory; and as the term of incorporation will expire on June 1, 1904, it was voted to extend the incorporation for ten years and to amend the articles of incorporation to allow the company to sell fuel, twine and mills stuffs as well as handle grain. The following

directors were chosen: C. G. Seip, John Skundberg, John Zimbrick, S. Watson, N. A. Warring, A. S. Stephens, H. Merkle, E. A. Smith and W. J. Toner. Of these A. S. Stephens was elected president; Jno. Zimbrick, vice-president; W. J. Toner, secretary, and H. Merkle, treasurer.

The Lee & Gingery Co. has been incorporated at Sauk Center, Minn., with a capital stock of \$50,000. The officers are M. W. Lee, of Minneapolis, president; W. O. P. Hillsdale, of Sauk Center, vice-president; C. M. Sprague, treasurer, and L. W. Gingery, secretary and general manager. The company handles grain and lumber at Sauk Center and West Union, Minn., and will buy or build more elevators in that territory.

MISSOURI, KANSAS AND NEBRASKA.

The new elevator at Galt, Kans., is finished. An elevator will be erected at Goodwin, Nebr. Nelson's elevator at Scandia, Kans., is completed. A new elevator is being erected at Duquoin, Kans. A. Johnson has sold his elevator at Cleveland, Kans.

John & Wright are erecting an elevator at Norton, Kans.

A. F. Jones has remodeled his elevator at Pratt, Kans.

Robert White has sold his grain business at Knox City, Mo.

H. R. Welshaus is building an elevator at Cleveland, Kans.

A new farmers' elevator is going up at Star Center, Kans.

Janett & Moffett are building a new elevator at Walton, Kans.

Leonard Nelson is building a new elevator at Kackley, Kans.

J. W. Francis has engaged in the grain business at Rayville, Mo.

The Urdike Grain Co. will build an elevator at Henderson, Nebr.

Whitson Bros. are erecting a 5,000-bushel elevator at Hackney, Kans.

The new farmers' elevator at Kearney, Nebr., has been completed.

Swinney & Fowler's new elevator at Kingman, Kans., has been completed.

The Thorstenberg Grain Co. is building a new elevator at Pendennis, Kans.

The Steward Cereal Mills, of Steward, Nebr., have installed a Hall Distributor.

Monroe Murray succeeds Hardy Bros. in the grain business at Weaubleau, Mo.

The Lexington Mill & Elevator Co. is building an elevator at Lexington, Nebr.

H. F. Burke succeeds Burke & Co. in the grain business at Scottsville, Kans.

A. M. Vandell will install a Hall Distributor in his elevator at Atlanta, Nebr.

Strait & Pederson have overhauled and repaired their elevator at Tescott, Kans.

D. W. Wiley is reported to contemplate the erection of an elevator at Falls, Kans.

The Anchor Grain Co. has completed its 35,000-bushel elevator at Randolph, Nebr.

Adams & Nalton succeed Asher Adams in the grain business at Osage City, Kans.

The Walnut Creek Milling Co.'s new elevator at Heizer, Kans., is progressing rapidly.

The A. J. Poor Grain Co. of Kansas City has completed a new elevator at Luray, Kans.

Milmine, Bodman & Co. have sold their elevator at Sutton, Nebr., to a farmers' company.

A. H. Poages is building an addition to his elevator at Kackley, near Courtland, Kans.

The elevator at McCune, Kans., which has been closed for some time, has been reopened.

Robert Bailey of Raymond, Kans., has engaged in the grain business at Hutchinson, Kans.

L. Cortelyou will install an improved Hall Distributor in the elevator at Muscatiah, Kans.

The Thomas W. Parks Milling Co. succeeds the Smith Mill & Elevator Co. at Delphos, Kans.

The Lexington Mill & Elevator Co. of Lexington, Nebr., is erecting an elevator at Cozad, Nebr.

G. K. McProud's elevator at South Haven, Kans., will be equipped with two Hall Distributors.

The Foster Grain Co. has sold its interests at Norcatour, Kans., to a Hastings (Nebr.) firm.

The Agra Grain Co. of Agra, Kans., has made several improvements on its elevator recently.

The Farmers' Elevator Co. of York, Nebr., has leased Thomas Smith's elevator at that place.

Work on Smith's Elevator at Pratt, Kans., is progressing rapidly since the material arrived.

The Farmers' Independent Elevator Co. of York County, Nebr., has leased the K. C. & O. Railroad Elevator at York, Nebr. The company is capitalized

at \$4,000 and each stockholder is obliged to sell his grain to the farmers' association.

The Raymond Grain & Supply Co. has been chartered at Raymond, Kans., with a capital of \$2,000.

The farmers in the vicinity of Effingham, Kans., have organized a company and will build an elevator.

An improved Hall Distributor will be installed in the Kearney Flour Mills Elevator at Kearney, Nebr.

The Moses Bros. Mill & Elevator Co. of Great Bend, Kans., has repaired its elevator at Heizer, Kans.

The new elevator of the Sharonville Farmers' Grain Co. at Sharonville, Nebr., has been completed.

The Parker Grain Co. of Kansas City, Mo., is building elevators at Lehigh, Hillsboro and Canada, Kansas.

B. C. Ragan has taken possession of his elevator at Valley Falls, Kans. Carl Ragan has charge of the house.

The Thorstenberg Grain Co. has recently installed two Weber engines in its elevators at Brookville, Kans.

The Trans-Mississippi Grain Co. will install an improved Hall Distributor in its elevator at Henderson, Nebr.

E. G. West is adding an annex to his elevator at Gothenburg, Nebr., which will increase the capacity 3,000 bushels.

W. W. Lockwood, of Winfield, Kans., has installed a No. 1 Ohio Sheller, purchased of Philip Smith, of Sidney, Ohio.

Rankin & Marshall and E. J. Shinn have sold their elevators at Quenemo, Kans., to parties from Richland, Kans.

The Snell Mill & Elevator Co.'s elevator at Clay Center, Kans., was raised recently and a stone foundation put in.

It is rumored that another elevator will be built at Winside, Nebr. There are already four elevators at that place.

Work has begun on the new flour mill and elevator of the John H. Lynds Grain & Elevator Co. at White Cloud, Kans.

The Urdike Grain Co. of Omaha, Nebr., is installing an improved Hall Distributor in its elevator at Dwight, Nebr.

F. L. Williamson & Co. of Clay Center, Kans., has purchased the elevator at Idana, Kans., owned by Fullington & Trudell.

G. S. Clayton of Denver, Colo., has sold his elevator at Wood River, Nebr., to the Hord Grain Co. of Central City, Nebr.

The Urdike Grain Co. of Omaha, Nebr., is making repairs on its elevators at Haward, Thayer, Houston and Octavia, Nebr.

H. Work & Co. of Ellsworth, Kans., have installed Weber engines in their elevators at Black Wolf and Ellis, Kans.

The new Farmers' Elevator at Minden, Nebr., has been completed. It is the largest of the five elevators at that place.

G. M. Cox is remodeling his elevator at Hays, Kans., and will buy wheat for the Hoffman Milling Co. of Enterprise, Kans.

The Westbrook, Gibbon Grain Co., of Omaha, Nebr., is equipping its elevator at Callaway, Nebr., with a Hall Distributor.

The Stockton Elevator & Shipping Association recently chartered at Stockton, Kans., is erecting an elevator at that place.

The Thorstenberg Grain Co. will install a Weber Special 5-horsepower Gasoline Engine as power for its elevator at Wayne, Kans.

The Moses Bros. Mill & Elevator Co. has equipped its plant at Ness City, Kans., with a Weber Special 5-horsepower Gasoline Engine.

Vilott & Ferguson's new elevator at Kingman, Kans., is now ready for business. H. E. Lane has charge as local representative.

The Holmquist Grain Co. of Oakland, Nebr., will equip its elevator now being built at Thurston with an improved Hall Distributor.

The Westbrook, Gibbon Grain Co. has placed an order for a Hall Distributor to be installed in its elevator at Elm Creek, Nebr.

J. H. Holtorf's elevator at Malmo, Nebr., has been torn down and a new elevator of large capacity is being erected on the site.

The Wells-Hord Grain Co. of Central City, Nebr., will equip its houses at Boelus and Rockville, Nebr., with improved Hall Distributors.

The Great Northern Feed Co. at a meeting held in Kansas City, Mo., recently, increased its capital stock from \$100,000 to \$1,000,000.

S. B. Crisler, who sold his elevator at Perth, Kans., to the Perth Farmers' Cooperative Grain, Fuel and Live Stock Association, has, it is reported,

brought suit against the company and stockholders for \$1,400, the balance due on the purchase price, which was \$1,625.

The Platte Valley Elevator Co. at Gothenburg, Nebr., is planning to erect a new elevator adjoining the mill which will hold 20,000 bushels.

The A. J. Poor Grain Co. of Kansas City has purchased the Smith Elevator at Delphos, Kans. O. N. Smith will remain in charge of the house.

An order has been placed for an improved Hall Distributor to be installed in the elevator of the Chase Grain & Supply Co. at Chase, Kans.

The Wells-Abbott-Nieman Co. of Schuyler, Nebr., has purchased the elevator at Monroe, Nebr., heretofore operated by Sheldon & Hollingshead.

The Taylor Grain Co. of North Topeka, Kans., recently exported thirty-one cars of wheat to Europe. The grain was shipped to New York via Chicago.

W. A. Stuckey has sold his interest in the Stuckey-Wilson Grain Co. at Coffeyville, Kans., to E. H. Wilson, and will devote his time to his other interests.

J. S. Crue has sold his elevator at Tekamah, Nebr., to the Farmers' Grain & Live Stock Association of that place. The consideration was \$12,300.

Steve Ellis' new elevator at Havenshill, Kans., is about completed. The work was delayed for a time on account of the non-arrival of the machinery.

The Moses Bros. Mill & Elevator Co. of Great Bend, Kans., has repaired the elevator at the old Farmers' Mill at that place and are now buying grain there.

Ward & Ayres are building a corn meal mill in connection with their elevator at Gardner, Kans., and are also increasing the storage capacity of their elevator.

The Westbrook-Gibbons Grain Co. will build a 20,000-bushel elevator at Shelton, Nebr., during the present season. The company already has one elevator at Shelton.

J. O. Grant of Kansas City has opened the old Krueger Elevator at Hays, Kans. He was formerly connected with the farmers' elevators at Solomon and Culver, Kans.

The Axtell Grain & Elevator Co. has been chartered at Axtell, Nebr., with a capital stock of \$50,000. The incorporators are C. F. Nelson, C. L. Carlson and J. M. Nelson.

Work on the farmers' elevator at Shickley, Nebr., is progressing rapidly. The work was delayed considerably on account of inability to secure teams to haul material, etc.

E. C. Jones & Co. of Nebraska City, Nebr., are now operating the Denton Bros. Elevator at Douglas, Nebr., formerly operated by T. J. Dakan. Mr. Dakan has been retained as local manager.

Gregg Bros. of St. Joseph, Mo., will erect a new 100,000-bushel elevator at that place as soon as a suitable site can be secured. The former elevator owned by the firm was burned last October.

The Wells-Abbott-Nieman Co. is erecting three additional steel storage tanks with a capacity of 25,000 bushels each at its plant at Schuyler, Nebr. The company already has two such tanks.

J. O. Milligan of Wakefield, Nebr., has sold his mill and elevator at that point and his elevators at Wayne, Pender, Hartington, Coleridge, Concord and other points in Nebraska to Bensen & Co.

The Jones Grain Co. of Nebraska City, Nebr., has installed a 15-horsepower Otto Gasoline Engine in its plant at Liberty, Nebr., and has added a 5,000-bushel oat storage bin to the elevator capacity.

The Rea & Page Milling Co. has completed its new 50,000-bushel elevator at Marshall, Mo. The machinery and equipment was furnished by the Barnard & Leas Manufacturing Co. of Moline, Ill.

Grain dealers of Wichita, Kans., are said to be handling over 200,000 bushels of new wheat per day. The effects of the flood on Kansas City is said to have given a boost to Wichita as a grain market.

The Pacific Elevator Co. has been incorporated at Kansas City, Mo., with a capital stock of \$100,000 fully paid up. The incorporators are Herbert F. Ham, N. E. Carpenter and Charles E. Waldron.

The Westbrook-Gibbons Grain Co.'s elevator at Callaway, Nebr., is being overhauled and repaired. The company will soon erect a 6,000-bushel addition to the present elevator and put in a new loading spout.

The big elevator of the Rock Island road at Armourdale, Kans., was recently moved back a distance of 100 feet from its former location. The removal was made to make room for three more side tracks south of the present main line of the railroad.

The South Park Elevator Co. was incorporated at St. Joseph, Mo., on July 25, with a capital stock of \$25,000. The company will remodel the old South Park Elevator, situated on the Rock Island tracks, enlarging the building and affording an increased capacity for the storage of grain. When completed the elevator will have a capacity of 100,000

bushels. The incorporators are well known grain men.

The Tekamah Elevator Co. has sold its elevator, office, cribs and stock yards at Tekamah, Nebr., to the recently organized Farmers' Elevator Co., for a consideration of \$12,250. Possession will be given September 1.

Howard Bros. of Edgar, Nebr., recently sold their elevator at that place to G. H. Pope of Roseland, Nebr. The consideration was \$6,000, possession being given August 1. The sale included the firm's coal business also.

The elevators at Delphos, Kans., are receiving large quantities of new wheat at present. On account of the scarcity of help among the farmers, little girls, ten years of age, have been driving the teams and hauling the grain to market.

The Nelson Grain Co. will build a brick elevator and warehouse at the corner of Summit Street and the Belt Line tracks at Kansas City, Mo. The building is to have a capacity of 100,000 bushels and will cost \$15,000. It is to be four stories high, eighty-seven feet wide by 185 feet deep. The new elevator is to be used for mixed grain and is to be finished in time for the corn crop in October.

The Lee-Warren Milling Co. is erecting a new 60,000-bushel elevator at Salina, Kans. The annual meeting of the company was held on July 15 and the following officers elected: H. D. Lee, president; John H. Harris, vice-president; L. G. Gottschick, second vice-president; G. F. Warren, secretary and manager, and James P. Harris, treasurer. The capital stock was increased from \$50,000 to \$75,000.

The Farmers' Elevator Co. was incorporated at Wausa, Nebr., on July 20 with a capital stock of \$30,000, divided into shares of \$100 each. The following officers and directors were elected at a recent meeting: A. H. Banks, president; Joseph Hall, vice-president; F. E. Anderson, secretary, and G. E. Lundgren, treasurer. The directors include the above and L. Schmitz, Claus Johnson, C. P. Johnson, C. O. Johnson and J. A. E. Carlson. The mill and elevators of Anderson & Son have been purchased by the company for \$21,000.

The work of building the new 200,000-bushel grain elevator of the Chicago, Milwaukee & St. Paul at Sheffield, Mo., is well under way. The original intention was to erect the building at Armourdale, and the foundations were all in and lumber on the ground when the flood came and washed away all of the lumber and sections of the foundation. Eighteen feet of water stood over the site of the new building; and the officials of the road decided to change the location. The new location is in the Coburg yards of the road, and is high above the highest mark of the flood. The building will be finished about November 1.

WISCONSIN.

Mrs. A. Koehler has sold her grain business at Brandon, Wis.

Work on the new elevator at Fisk, Wis., is progressing favorably.

N. C. Foster will build a new mill, elevator and potato warehouse at Fairchild, Wis.

Serier Bros., of Suring, Wis., have purchased Henry Johnson's elevator at that place.

A new elevator will be built at Minnesota Junction, Wis., by parties from Iron Ridge, Wis.

The W. W. Cargill Co. has closed its elevator at Mondovi, Wis., for the balance of the season.

Smith & Schmull have just installed a Savage & Love grain dump in their elevator at Fairwater, Wis.

Lange Bros.' elevator at Superior, Wis., which was recently damaged by fire, will be rebuilt at once.

The Kewaunee Grain Co. is building an addition to its elevator at Casco, Wis., and otherwise increasing its capacity.

The Milwaukee Elevator Co.'s elevator at Janesville, Wis., closed down recently for the purpose of making general repairs.

Larson & Swanson of Stockholm, Wis., have closed down their elevator at Pepin, Wis., until the new crop begins coming in.

J. F. Spoon & Co.'s elevators at Janesville, Wis., have started up after being closed down for some time while the machinery was overhauled and the bins cleaned.

Henry Landall, of Alto, Wis., has sold the elevator at Brandon, Wis., to Tinkham Bros., of Fairwater, Wis. Mr. Landall recently purchased the house from A. F. Bornshein.

Two large elevators are to be built at Milwaukee, Wis., at an approximate cost of \$300,000 each. One elevator will be built by the Milwaukee Railroad and the other by a private corporation organized for that purpose.

Alphonse Pierre, who recently brought an elevator from Green Bay, Wis., to Oconto, Wis., by water, has put the house on a stone foundation and constructed an addition to the elevator 12½x30 feet in dimensions and 14 feet in height as an engine

room. He has also installed a 15-horsepower gasoline engine to operate the elevator and feed mill. A new hardwood floor has been laid in the elevator and the entire building will be painted when the repairs are completed.

The Union Grain Elevator Co. has been incorporated at Cadott, Wis., by A. C. Bohrnstedt, John J. Kaiser, R. B. Cunningham, O. J. Jensen, J. F. Feiring, H. W. Frost, J. J. Irvine, J. E. Rogan, Joseph Eihlar and S. R. Kaiser. The capital stock is \$5,000. At a meeting held on July 31, the following officers were elected: John J. Kaiser, president; O. J. Jensen, vice-president; A. C. Bohrnstedt, secretary and treasurer, and J. J. Irvine, general manager. The new company will erect an elevator, warehouse and engine room at Cadott.

IOWA.

A new elevator is being built at Stockport, Iowa. Endorf & Kidd are building an elevator at Toronto, Iowa.

A. J. Porter is building a new elevator at Fairmount, Iowa.

August Lau's new elevator at Klemme, Iowa, has been completed.

The Armour Grain Co. will build a new elevator at Haskins, Iowa.

The Hartley Grain Co. is erecting new coal sheds at Hartley, Iowa.

William Andrews & Co. have purchased the elevator at Morse, Iowa.

The Skewis-Moen Grain Co. will rebuild its elevator at Clinton, Iowa.

Snyder & Morse is the style of a new grain and hay firm at Hinton, Iowa.

J. D. Reyman is installing new machinery in his elevator at Havelock, Iowa.

F. S. Livermore succeeds Livermore Bros. in the grain business at Rake, Iowa.

The Iowa Elevator Co. reopened its elevator at Eagle Grove, Iowa, on August 1.

The Twilliger & Toyon Grain Co. succeeds the Spencer Grain Co. at Hull, Iowa.

The Skewis-Moen Grain Co. is building a 15,000-bushel elevator at Raleigh, Iowa.

The Moline Elevator Co. of Davenport, Iowa, has increased its capital stock to \$75,000.

E. Mann will install an improved Hall Distributor in his elevator at Calumet, Iowa.

Vety & Shipman have traded their elevator property at Marengo, Iowa, for Missouri land.

H. W. Ragen & Co. have succeeded B. C. Ragen in the grain and coal business at Coin, Iowa.

R. F. O'Connon is repairing his elevator at Washburn, Iowa, and reframing the scale platform.

B. F. Muldown of Toeterville, Iowa, has purchased Charles Grube's elevator at that place.

The Terril Grain Co. of Terril, Iowa, has purchased the Ketchen Elevator at Raleigh, Iowa.

The Great Western Elevator Co. is making extensive repairs to its elevator at Berkley, Iowa.

D. S. Jenks & Son of Coon Rapids, Iowa, have bought McDonald & Garnes' elevator at Bayard, Iowa.

H. W. Peiffer has sold his grain business at Melbourne, Iowa, to a Mr. Snyder of Green Mountain, Iowa.

The Hull Roller Mill Co. has built a warehouse 24x28 feet at Hull, Iowa, and installed a new scale and dump.

R. P. Dethmers of Hartley, Iowa, has purchased an elevator at Plessis, Iowa, and has removed to that place.

E. S. Blaisdell, traveling auditor for the Neola Grain Co., has transferred his headquarters from Des Moines to Jefferson, Iowa.

James Gault of Creston, Iowa, has installed a new Cincinnati special seed cleaner made by A. T. Farrell & Co. of Saginaw, Mich.

Abe Miller has purchased a one-half interest in William Knox's elevator at Whitten, Iowa. The firm name is now Knox & Miller.

Charles Edginton will use the old elevator at Gilmore City, Iowa, as an annex in connection with his new house recently completed.

The Galva Union Elevator Co. of Galva, Iowa, is building a 25,000-bushel grain elevator at that point. S. H. Tromanhauser of Minneapolis, Minn., has the contract.

Work on L. O. Talbot & Co.'s elevator at Keokuk, Iowa, is progressing rapidly. It is expected that it will be complete and ready for operation by September 1.

W. H. Eaton will build a new 25,000-bushel elevator near his present elevator at Emerson, Iowa. It will be operated by a Fairbanks-Morse Gasoline Engine of 20 horsepower.

T. J. Ryan has sold his elevators on the Illinois Central at Charles City and Carville, Iowa, to O. O. Heglen, who operates elevators on the C., R. I. & P. R. R., with headquarters at Ruthven, Iowa. The

new owner will remodel the elevators and place one of his sons in charge at each place.

The Clarinda Elevator Co. of Clarinda, Iowa, has added 80 feet of storage to its grain elevator to be used principally for the storage of hay, of which the firm is a large shipper.

The Thornton Grain & Coal Co. of Thornton, Iowa, has opened its elevator for business. The house had been closed for about three months. F. R. Hapley has charge as manager.

R. F. Montgomery has sold his elevator and grain business at Okaloosa, Iowa, to Beck & McFall. Possession was given July 21. Beck & McFall also have charge of the Rand Lumber Co.'s yards at Okaloosa.

C. C. Rasmussen & Son of Harlan, Iowa, have purchased the old Des Moines Elevator Co.'s elevator from the Great Western Railway. The firm required additional storage capacity for their milling business.

The elevator at Belle Plaine, Iowa, formerly owned and operated by the late G. C. Fanton, has been leased by B. F. Weymer of that place. The new owner will handle feed and coal in addition to the grain business.

A stock company composed of farmers and business men of Dysart, Iowa, has been organized to acquire the grain and stock business of Oscar Casey. The new company is capitalized at \$12,000 and will be known as the Kuehl Grain Co.

J. J. Peters' new elevator at Wellsburg, Iowa, is completed and ready for business. The railway company has put in a new side track to the elevator and a 12-horsepower gasoline engine has been installed to operate the machinery. The elevator has a capacity of 30,000 bushels.

Geo. C. Oelrich's new elevator at Orange City, Iowa, has been completed and is ready for business. The elevator replaces the one destroyed by fire a short time ago. The house has been fitted out with lightning rods to prevent a repetition of the former disaster. The Honstain, Bird & Co. of Minneapolis were the contractors.

The Burrell Engineering & Construction Co. made the plans and is superintending the construction of B. A. Lockwood & Co.'s new 50,000-bushel grain elevator at Ames, Iowa. The new house will replace the one destroyed by fire last October. It is of frame construction, set on a concrete foundation and is 48 feet long, 36 feet wide and 106 feet high. The equipment will include a Cornwall Cleaner and Marseilles Sheller. New coal bins having a capacity of 1,000 tons of coal are being erected in connection with the elevator. The plant when completed will cost \$30,000, and will be lighted by electricity throughout. It will be finished about the middle of August.

SOUTHERN AND SOUTHWESTERN.

Webb & Maury are enlarging their elevator at Memphis, Tenn.

The new Farmers' Elevator at Geary, Okla., is about completed.

R. H. Harsh & Co. have sold out their grain business at Geary, Okla.

Plaster & Robey succeed Geo. E. Plaster & Co. in the grain business at Blumont, Va.

E. H. Linzee, grain dealer, has removed from Arapaho, Okla., to Hobart of that state.

The Chickasha Milling Co. has completed its elevator at the new town of Carnegie, Okla.

S. G. Fairbank & Co., wholesale grain merchants at Richmond, Va., have dissolved partnership.

The Blackwell Milling & Elevator Co. of Blackwell, Okla., has purchased the elevator at Bliss, Okla.

The recently incorporated Farmers' Elevator Co. of Carmen, Okla., is building an elevator at that point.

The Aldrich Mill & Elevator Co. has sold its plant at Myra, Texas, to T. Harrison and E. Burgemen of that place.

W. W. Millers' Sons of Anthony, Kans., have installed a Weber gasoline engine in their elevator at Driftwood, Okla.

The new 500,000-bushel steel elevator of the Canadian County Mill & Elevator Co. at El Reno, Okla., has been completed.

The Southern Elevator Co. is building an elevator at Aline, Okla. The new house will be larger than the one burned last spring.

C. H. Crenshaw & Co. of Forth Worth, Texas, have purchased the plant of the Hillsboro Grain Elevator Co. at Hillsboro, Texas.

The Payne Elevator Co. of Gallatin, Tenn., has erected a corn meal and stock food mill in connection with its elevator at that place.

C. A. Lowe, of Geary, Okla., has purchased an Overhead Wagon Dump for his elevator at that place from Philip Smith, of Sidney, Ohio.

Callahan & Sons of Louisville, Ky., have purchased a piece of property adjoining its elevator in that city with the view of extending their plant by

the erection of a large warehouse some time in the future. The purchase price of the property was \$16,500.

The Sour Lake Grain Co. has been chartered at Sour Lake, Texas, with a capital stock of \$6,000, by C. P. Shearn of Houston, Texas, and others.

The Perry Mill Co. of Perry, Okla., will erect elevators at Woolsey and Covington on the new branch of the Frisco road now in course of construction.

A new elevator is being built at Oleta, Okla., by Kramer Bros. of that place. It is reported that there is prospect for another elevator at that point in the near future.

Ed Coyle and E. J. Miller have been awarded elevator sites on the new branch of the Frisco Road at Morrison, Okla. The new road will be in operation about October 15.

Vaughan Bros. have sold their grain and feed business at Colorado, Texas, to Joseph Keeney of Kent County, Texas. The purchase price was \$2,700, possession being given August 1.

C. A. Inglehart of Mamont, Okla., and W. M. Bruce and Louis Davis of Lawton, Okla., have incorporated at Mamont, Okla., as the Planters Gin & Elevator Co., with a capital stock of \$25,000.

A charter has been granted the Baldwin Feed & Implement Co. at Memphis, Tenn. The incorporators are: James A. Summers, W. J. Barton, E. C. Baldwin and Maggie Carr Rhea. The capital stock is \$4,000.

C. Klock & Co. has been chartered at Hennessey, Okla., with a capital stock of \$4,000, for the purpose of buying, selling and shipping grain, coal and live stock. The directors are William Bugg, B. Thorne, O. B. Kidney, Thos. Hope and Charles Voss.

The Winthrop Ginning Co. has been incorporated at Winthrop, Ark., with a capital stock of \$4,000 to buy and sell grain and grain products, cotton, etc., and to gin cotton and grind grain. The incorporators are L. Josephs, B. H. Shipp, J. B. Curlee, H. A. King, J. B. Sharp, W. D. Stephens, D. S. Coopers, D. T. Bush, W. L. Perkins, Miss Mamie Johnson, J. W. George and Paul Matthews.

The South Texas Grain Co. of Houston, Texas, will erect a new elevator in connection with its present plant in that city. The new house will be 64x300 feet in dimensions, with the main building four stories in height and an annex two stories high. It will cost \$40,000 and have a storage capacity of 250,000 bushels. The company will also manufacture meal, corn grits and stock food at its new plant. The new house will be operated under the name of the South Texas Grain & Elevator Warehouse Co. C. P. Shearn is president and J. V. Neuhaus vice-president and secretary.

OHIO, INDIANA AND MICHIGAN.

H. C. Teeter has completed his new elevator at Economy, Ind.

C. E. DePuy's new elevator at Stockbridge, Mich., has been completed.

The Goshen Milling Co. has leased the elevator at Berrien Center, Mich.

A new elevator is being built at Big Rapids, Mich., by a Mr. Murphy.

The grain firm of Smith & Glime at Leonidas, Mich., has dissolved partnership.

John Leitch of Downingtown, Mich., will build an addition to his elevator this fall.

A new siding has been constructed to the Richards' Elevator at New Paris, Ohio.

Strong & Mix succeed W. Vaughan & Son in the grain business at Eaton Rapids, Mich.

The Wallace Co. will equip its elevator at Kinde, Mich., with an improved Hall Distributor.

The Union Grain & Coal Co. has been incorporated at Payne, Ohio, with a capital stock of \$20,000.

Smith Bros. of Woodbury, Mich., write that they are building an addition to their elevator at that place.

The new elevator at Clymers, Ind., is now in operation.

Jenkins & Stryker have enlarged the cupola and made other improvements in their elevator at Norwalk, Ohio.

Babcock & Hopkins of Rensselaer, Ind., has purchased the Monroe Elevator at that place and are remodeling it.

The Roach & Seiber Co. of Waterloo, Wis., has bought the flour, grain and feed business of E. L. Kellan at Marquette, Mich.

The Mead Grain Co. of Union City, Ind., is putting in two of Philip Smith's Improved Wagon Dumps in its new elevator.

The machinery for remodeling the Osgood Grain Co.'s elevator at Osgood, Ind., was purchased of Philip Smith of Sidney, Ohio.

The new 25,000-bushel elevator at Metamora, Mich., has been completed. The new plant consists of the elevator proper 36 feet square, with a warehouse 24x40 feet in dimensions, and is operated by

a 15-horsepower gasoline engine. S. L. Rice is in charge.

T. J. Winget & Son, of Linden, Mich., have placed an order for an improved Hall Distributor to be put into their elevator at that point.

The grain firm of Fowler & Morlatt at Camden, Ohio, has dissolved partnership, F. M. Fowler retiring. C. E. Morlatt will continue the business.

The contract for remodeling the mill and elevator of Allinger & Son at Jackson Center, Ohio, has been awarded to Philip Smith, of Sidney, Ohio.

Orra C. Allen has purchased the interest of John W. Smith in the firm of Smith & Allen at Portland, Mich. Mr. Allen will continue to operate the elevator.

J. F. Schoen, of Omar, Ohio, has installed a small grain elevator and made other improvements. The machinery was furnished by Philip Smith, of Sidney, Ohio.

Henry Gay, of Waynesville, Ohio, has installed a New Era passenger elevator in his warehouse at that place. It was purchased of Philip Smith, Sidney, Ohio.

J. P. Barnhouse, of Morral, Ohio, is installing a New Era Passenger Elevator and Smith Improved Chain Drag Feeder, purchased of Philip Smith, Sidney, Ohio.

Philip Smith of Sidney, Ohio, has the contract for furnishing the machinery for remodeling the elevator of the Morral Lumber & Elevator Co., of Morral, Ohio.

The American Cerealine Co. of Indianapolis, Ind., has purchased from Murphy & Co. of that city the elevators at Hildreth, Hume, McGowan, Newman and Murdock, Ill.

Wallace & Orr of Bay Port, Mich., will erect a 36-foot addition to their bean elevator at Pigeon, Mich. A new storage building 80 feet long will also be constructed.

James A. Bridge, of Attica, Ind., recently sold his elevator at Hedrick, Ind., to Mr. Finch, of Dayton, Ind., who operates a line of elevators in various parts of the state.

H. N. Ainsworth has purchased the interest of Mr. Hammer in the firm of Ainsworth & Hammer at Owosso, Mich., and will rebuild the elevator recently destroyed by fire.

The Bath Grain Co. has been incorporated at Bath, Ind., with a capital stock of \$12,000; by Charles Stout, Frank A. Rigby, C. S. Emrick, L. A. Emrick and Charles Reighard.

Lester Clark and J. T. Jones of Marquette, Mich., have formed a partnership under the firm name of Clark & Jones and have opened a hay, grain, feed and flour business in that city.

The Washington Milling Co. of Washington C. H., Ohio, is remodeling its elevator and constructing an addition 48 feet square and two stories in height to increase the storage capacity.

J. W. Murray has sold his wholesale grain and hay business at Terre Haute, Ind., to George Wilson and W. S. McCoy and has returned to his former home at Philadelphia, Pa.

Crist & Benner, Rawson, Ohio, has purchased a Smith Improved Overhead Wagon Dump, ear corn elevator and other machinery for remodeling their house, of Philip Smith, Sidney, Ohio.

A. B. Cohee & Co. of Frankfort, Ind., have bought the grain elevators at Hillsboro, Ind., owned by the Cleveland Grain Co. and Albright & Son. They will continue the business on a larger scale.

The remodeling of the Kinde Elevator at Kinde, Mich., has been completed and the house now has a capacity of 25,000 bushels. Nine more bins were added and grain cleaning machinery installed.

Frank S. Davis, who recently purchased W. S. Roadman & Son's elevator at Attica, Ind., has sold it to Jones Bros., who operate the elevator at Aylesworth, Ind. The consideration was \$5,000.

Cottingham & Franklin, Leipsic, Ohio, has purchased of Philip Smith, of Sidney, Ohio, an ear corn elevator, corn feeder, conveyor, and Barnard Separator for their houses at Dresler and Hamler, Ohio.

The Cecil Grain & Lumber Co., Cecil, Ohio, is putting in a stand of ear corn elevators and other machinery in its elevator at Knoxdale, Ohio. The machinery was furnished by Philip Smith, of Sidney, Ohio.

The two grain elevators at Chesaning, Mich., formerly owned and operated by W. H. Freeland & Co. and W. L. Ireland, have been leased and are to be operated by a company known as the Chesaning Grain Co. W. L. Ireland will be general manager.

The Bern Grain & Hay Co. of Bern, Ind., is building a new elevator at LaGrange, Ind. The new house will be 30x40 feet and 70 feet in height and will have a capacity of 12,000 to 15,000 bushels of grain. The machinery for the elevator will be furnished by the Nordyke & Marmon Co. of Indianapolis, Ind. Hay sheds will also be erected in addition to the elevator building. The company has

elevators at Bern, Geneva, Huntertown and Grabbill, Ind.

The Crabbs-Reynolds-Bell Co. will erect a modern elevator at La Fayette, Ind. A site has been leased for a period of thirty years at a monthly ground rental of \$65 and work on the new structure will be begun at once.

Tweeddale & Harvey have completed the installation of the Perfection Grain Drier in the Union Grain & Hay Co.'s elevator at Cincinnati, Ohio, and the machine will be in operation on new corn as soon as the crop moves.

The Evans Seed Co. will build a new elevator at West Branch, Mich. The structure will be 38x60, two stories high, with a stone basement. The company will be reorganized and a considerable amount of outside capital introduced.

E. T. Devore, of the commission firm of Devore & Son, of Toledo, Ohio, has purchased from Dachsteiner Bros. the grain elevator at Moffitt, twelve miles west of Findlay, Ohio, on the Findlay, Ft. Wayne & Western Railway. The purchase price was \$5,500.

The Union Safe Deposit & Trust Co. of Toledo, Ohio, is floating a half million dollar bond issue for the United Grain Co. of Jersey City, N. J. The bonds are secured by a trust deed of the grain company's grain elevators situated in various states, including its elevator at Toledo.

The National Elevator Co. has been chartered at Indianapolis, Ind., with a capital stock of \$50,000. The directors are: Justice H. Bowen, Robert A. E. Hastings and Fred W. B. Coleman. The company will build elevators at Murdock, McCowan and Hume, Ill., and at other points on the I. D. & W. railroad.

The Spencer & Slauson Grain Co. of Piqua, Ohio, has purchased the old mill at Farrington's Station and is remodeling it to be used as a grain elevator. The building was erected in 1838 by E. R. Farrington and used by him as a distillery until 1874. It has since been used as a mill and warehouse. The present owners have operated it under lease since 1899.

NORTH DAKOTA.

French & Thompson are erecting a new elevator at Cavalier, N. D.

W. H. McPherson will build an elevator at Valley City, N. D.

The Monarch Elevator at Buchanan, N. D., is being remodeled.

The National Elevator Co. is building an elevator at Easby, N. D.

The Duluth Elevator Co. has repaired its elevator at Marvel, N. D.

The Merchants' Exchange will build an elevator at Abercrombie, N. D.

James Lahart has let the contract for a new elevator at York, N. D.

An independent elevator is projected by local men at Carrington, N. D.

The Monarch Elevator Co. has remodeled its old flat house at Pingree, N. D.

Knudson & Peterson's new elevator at Petersburg, N. D., is nearly completed.

The Heising Elevator Co. has raised its elevator at Willow City, N. D., and put in a stone foundation.

The Acme Elevator Co. of Tower City, N. D., has secured a site and will erect an elevator at that place.

The Monarch Elevator Co. has completed a new brick engine house at its elevator at Cummings, N. D.

The Russell-Miller Milling Co. has leased the Alliance Elevator at Rogers, N. D., for a term of five years.

It is reported that the Southland Elevator Co. will erect an elevator at York, N. D., in the near future.

The Monarch Elevator Co. will rebuild its elevator at Cooperstown, N. D., which was recently burned.

The Minneapolis & Northern Elevator Co. is rebuilding its elevator at Emerado, N. D., recently destroyed by fire.

E. G. Burgess has moved his elevator at Edmore, N. D., to a more favorable site near the Anchor Grain Co.'s house.

The Hessing Elevator Co. of Minneapolis, Minn., has put a new stone foundation under its elevator at Bottineau, N. D.

The Duluth Elevator Co. has put up coal sheds and will handle coal in connection with its grain business at Grandin, N. D.

The Andrews & Gage Elevator at New Rockford, N. D., has been thoroughly overhauled and repaired and a new gasoline engine installed.

The work of construction has begun on the elevator of the Taft Farmers' Elevator Co., of Taft, N. D. The elevator will have a capacity of 35,000

bushels and is to be completed by September 1. It will cost \$4,729.

Rustan & Folsom will move their elevator at Edinburg, N. D., to a new site and enlarge it.

The Minneapolis & Northern Elevator Co. has put a new foundation under its elevator at Kelso, N. D.

The Minneapolis & Northern Elevator Co. is erecting a 40,000-bushel elevator at Conway, N. D., to replace the one burned on June 9 last.

The Andrews & Gage's elevator at Edgeley, N. D., has been repaired, re-shingled and a new concrete foundation put under the entire structure.

The Farmers' Elevator Co. of Galesburg, N. D., has paid a dividend of 50 per cent to its stockholders as a result of the first year's business.

The National Elevator Co.'s house at Michigan City, N. D., has been razed and a new and more modern elevator of 40,000 bushels' capacity has been erected.

The Northwood Farmers' Elevator Co. has been chartered at Northwood, N. D., with a capital stock of \$6,000, divided into 240 shares of \$25 each. The directors are G. N. Korsmo, J. Williams, N. Eddie, M. V. Linwell, M. Johnson, Geo. Hart, and N. Narveson. The board of directors elected officers as follows: M. V. Linwell, president and manager; G. N. Korsmo, vice-president; Nicolai Eddie, secretary, and Martin Johnson, treasurer. The company will either buy an elevator or build one.

SOUTH DAKOTA.

George Lehr is building an elevator at Tyndall, S. D.

Larkin & Thompson have sold their elevator at Spencer, S. D.

H. I. Slack is building an elevator on his farm at Verdon, S. D.

The Miller Elevator Co. is building an elevator at Big Stone, S. D.

The new Miller Elevator at Twin Brooks, S. D., is nearly completed.

Local capitalists will, it is reported, erect an elevator at Madison, S. D.

Work on the new farmers' elevator at Oldham, S. D., is progressing rapidly.

Improvements are being made on the Orcarson Elevator at White Rock, S. D.

The S. Y. Hyde Elevator Co. will build an elevator at Wessington Springs, S. D.

Theophilus Bros. succeed North & Steele in the grain business at Montrose, S. D.

The Canton Grain Co. has purchased W. C. Sharp's elevator at Howard, S. D.

The Marshall Milling Co. of Marshall, Minn., has repaired its elevator at Gary, S. D.

The Northwestern Elevator at Rauville, S. D., closed down recently for the summer.

The Crown Elevator Co.'s house at Frederick, S. D., has been closed for the summer.

A gas engine has been installed in the Aberdeen Elevator Co.'s elevator at Aberdeen, S. D.

A farmers' elevator company is reported to be in process of formation at Lake Preston, S. D.

The Truax & Best Elevator Co. of Plankton, S. D., is building an elevator at Parkston, S. D.

H. C. Lueth is building a grain elevator at Spencer, S. D. The old elevator has been razed.

The new Gold Elevator at Big Stone, S. D., has been completed. It has a capacity of 30,000 bushels.

The Crawford Grain & Lumber Co. has been chartered at Letcher, S. D., with a capital stock of \$15,000.

A new foundation has been placed under the St. Anthony & Dakota Elevator Co.'s house at Amherst, S. D.

W. C. Boorman's elevator at Howard, S. D., has been repaired and a stone foundation placed under the building.

The Garden City Mercantile & Elevator Co. has been incorporated at Garden City, S. D., with a capital stock of \$10,000.

The Hubbard & Palmer and the Peavey elevators at Ellis, S. D., have been repaired and put in shape to handle the new crop.

An order has been placed for an improved Hall Distributor to be installed in Grimshaw & Anderson's elevator at Clark, S. D.

Charles Zehnpenning has torn down his old grain house at Parkston, S. D., and is putting up a modern 25,000-bushel elevator.

M. J. Winchell has begun work on the erection of a 30,000-bushel elevator at Howard, S. D., to replace the one recently destroyed by fire.

The recently incorporated Soo Elevator Co. of Sioux Falls, S. D., has purchased the line of elevators owned by Peterson Bros. of that city.

The Farmers' Co-operative Elevator Co. of Irene, S. D., held its annual meeting recently. A board of directors consisting of J. J. Oakland, Samuel Lindsay, A. O. Sangstad, C. G. Kjeldseth, N. C. An-

draws, J. O. Johnson, Jas. Laughlin, Henry Hauger and Andrew Paulson were elected and a dividend of 50 per cent was declared.

The W. H. Stokes Milling Co. of Watertown, S. D., has purchased the Northwestern Elevator at that place and will have it moved to a site adjoining the mill.

The stockholders of the Farmers' Elevator Co. of Hetland, S. D., held their annual meeting recently and elected a board of five directors for the ensuing year.

Van Wickle & Metzger have purchased the Sturgis Roller Mills at Sturgis, S. D., from Geo. F. Earley and will erect a large elevator at that place in the near future.

W. H. Irons has purchased the implement business of Ernest Barrows at Plankinton, S. D., and will engage in the grain and coal business in connection with that line.

The Empire Elevator Co. has torn down its elevator at Milbank, S. D., and will rebuild at once. The new elevator will be modern and of larger capacity than the old one.

The recently incorporated Wohlheter Elevator Co. of Fairmont, Minn., has let the contract to C. E. Bird of Minneapolis for the erection of a new 50,000-bushel elevator at Elkton, S. D.

The Farmers' Co-operative Warehouse Co. of Baltic, S. D., is erecting a flour warehouse. A dividend of 15 per cent was declared at a recent meeting of the stockholders and the old board of directors were re-elected.

Farmers in the vicinity of Garden City, S. D., have formed an organization for the erection of an elevator at that place. The contract has been awarded and work begun. The new house will cost \$3,075 and is to be completed by September 1.

The Farmers' Elevator Co., recently organized at Coleman, S. D., has purchased Coffee & Larkin's elevator and will not build as was first contemplated. The officers of the new company are: B. E. Nace, president; F. L. French, secretary, and E. C. Loiseau, treasurer.

The Farmers' Elevator Co.'s elevator at James, S. D., was sold recently at sheriff's sale to satisfy a judgment obtained under a chattel mortgage held by Spratt Bros. of Aberdeen, S. D. The house was purchased by McKee & Minthorn of Bradley, S. D., for \$3,700. When all the costs and judgment were satisfied the sum of \$20 remained to be turned over to the stockholders. The elevator was built about ten years ago and for a time the company was prosperous, but for some time its affairs have been in a tangle and the sheriff's sale was the result.

WESTERN.

The Tacoma Grain Co. is building an elevator at Connell, Wash.

The Klickitat Warehouse Co. has been incorporated at Goldendale, Wash.

Kleinberg Bros.' new warehouse at Ellensburg, Wash., has been completed.

The Seattle Grain Co. of Seattle, Wash., is building a large elevator at Davenport, Wash.

The Farmers' Warehouse Association has bought the McLain Elevator at Davenport, Wash.

The Chicago Warehouse Co. has been incorporated at Whatcomb, Wash., with a capital of \$5,000.

The Farmers' Warehouse Co. is building an addition 40x60 feet to its warehouse at Elberton, Wash.

The Southwestern Warehouse Co. of Los Angeles, Cal., has opened a grain and bean warehouse at Santa Monica, Cal.

The Everett Milling Co. of Everett, Wash., is building a new wheat warehouse, 100x200 feet in dimensions at Krupp, Wash.

The Pacific Coast Elevator Co.'s new warehouse at Alto, Wash., is completed. The structure is 350x40 feet, and has a capacity of 70,000 sacks of grain.

A. L. Babcock & Co., of Billings, Mont., has purchased Spencer & Bordewick's flour mill at Fromberg, Mont., and will remodel the structure into a grain elevator.

The Farmers' Association of Cascade County, Mont., will erect an elevator either at Stockett or at Sand Coulee, Mont. The elevator will cost \$3,000 and will be used for the storage of grain. Hay sheds will also be erected in connection with the elevator.

The Griffith Bros. Milling Co. has been incorporated at Covina, Cal., with a capital stock of \$100,000 to do a general grain, hay, feed and milling business. The directors are: George W. Griffith, Jr., W. L. Griffith, A. P. Kerckhoff, E. J. Louis, and C. C. Fife.

CANADIAN.

The Brampton Milling Co. has built a new elevator and warehouse at Brampton, Ont.

Robert Noble of Acton, Ont., will build an elevator at that place. It will be operated by steam power.

Notice has been given in the Dominion Gazette that the chief office of the Canadian Elevator Co.

has been changed from Toronto, Ont., to Winnipeg, Man.

The Canadian Pacific has let the contract for a 3,000,000-bushel elevator at Port Arthur, Ont. This will give the road a capacity of 6,000,000 bushels at that point.

The Canadian Northern has awarded the contract to the Barnett & Record Co., of Duluth and Minneapolis, Minn., for the construction of its 3,500,000-bushel additional elevator capacity at Port Arthur, Ont.

McLaughlin & Ellis are building a 35,000-bushel elevator at Indian Head, Assa. The plant will be thoroughly modern and will be run by a gasoline engine. This makes the ninth elevator at Indian Head.

The Export Elevator Co. has recently completed a new 25,000-bushel elevator, with grain crusher in connection, at Solsgirth, N. W. T. The Northern Elevator Co. has also remodeled its elevator at that point.

The Ogilvie Flour Mills Co., Ltd., is building a 200,000-bushel elevator near its mill at Point Douglas, Man. The company has announced that it will erect eighteen elevators in Manitoba and the Northwest Territories during the present season.

The Canadian Pacific Railway will erect a large electric plant at Fort William, Ont., to operate the company's elevators at that point. The present power is furnished by steam engines and these will be taken out and electric motors installed in their stead.

It is announced that the Canadian Northern Railway will build two more large grain elevators at Fort William, Ont., with a capacity of 1,500,000 bushels each. Arrangements have been made with the town council to supply 2,000-horsepower for the new elevators.

The Hazeldean Farmers' Elevator Co. has been incorporated at Hazeldean, Man., with a capital stock of \$10,000, divided into 400 shares of \$25 each. The incorporators are Joseph McGill, J. E. Tappan, W. J. Renton, A. McGregor, C. H. Robinson, Alex. Craig, J. W. Disher, R. E. Gage and John Renton. A new elevator will be built at once.

The Prescott Elevator Co.'s 1,000,000-bushel grain elevator at Prescott, Ont., was sold at public auction by W. L. Scott, local master of the High Court of Justice, on July 31. It was purchased by W. L. Marler, of Ottawa, Ont., manager of the Merchants' Bank, which institution held a claim against the elevator company. The price realized was \$28,000. The original cost of the structure and equipment was \$150,000. The mill and barges of the defunct concern were sold some time ago.

BATTLE OF AMAZONS AT PEORIA.

For fifteen prosperous years Mrs. Henrietta Gudat has enjoyed the monopoly of sweeping grain cars at a certain railroad elevator in Peoria; and during that time, says the Peoria Star, "she has harvested tons of it. As the years rolled on she bred her daughters to the business, and her envious neighbors say that she owes her success and long enjoyment of her monopoly to the circumstance that she has a pull with one of the railroad employes; but, bless you, the neighbors will say anything but their prayers.

"Be that as it may, Henrietta and her daughter were on their way to the cars the other day when they were accosted by Mary Glassig at the head of a delegation of four or five other ladies who then and there entered a protest against the car-sweeping monopoly held by Mamma Gudat and her daughter, and demanded that they be given a chance to sweep a car or two once in a while. By way of reply Henrietta gave a snort of defiance and charged the entire crowd, scattering them as chaff in front of the elevator on a windy day. Then she grabbed Mary Glassig, and before she parted from her company she had mauled and scratched her from scalp to bosom.

"As a result of the scrimmage Henrietta was arrested on a warrant charging assault and battery, and the case was on trial all day before a jury. In the end the jury assessed a fine of \$25 and costs, to the united applause of the other ladies; but their joy was changed to grief when the defendant gave immediate notice of an appeal, for they realized that she was executing a flank movement that might trip them up after all."

And the sweeping still goes on? Who pays for the grain swept into Henrietta's bags?

The Hammond Elevator Company of Hammond, Ind., has been enjoined from using continuous quotations of the Chicago Board of Trade.

Wheat receipts at eight interior markets for the crop year ending June 30, 1903, were 236,675,669 bushels, compared with 221,766,387 bushels in 1902 and 217,058,743 bushels in 1901. Six months' shipments of grain from Buffalo by rail were 44,453,900 bushels in 1903, 37,259,404 bushels in 1902 and 39,098,624 bushels in 1901.

THE EXCHANGES

The ruling price for Chicago Board of Trade memberships is \$3,200 net to the buyer.

Memberships on the Milwaukee Chamber of Commerce are now held at \$600, an advance of \$100 during the past month.

The plan to make No. 3 corn deliverable on speculative contracts at a penalty of not to exceed 3 cents per bushel has been turned down by the directors of the Chicago Board of Trade.

The members of the St. Louis Merchants' Exchange have refused to adopt the proposed amendment providing for the delivery of No. 2 hard wheat on future contracts at a discount of 5 cents per bushel on No. 2 red. Amendments to the rules regarding deliveries of corn and oats also failed to carry.

President Chandler of the Chicago Board of Trade has appointed a committee to decide whether the proprietors of regular commission houses are compelled by law to furnish storage for all who apply for it. This committee is made up of John H. Jones, George R. Nichols, Robert Pringle, W. N. Eckhardt and W. S. Jackson.

The inspection fee of the official samplers of the Chicago Board of Trade has been increased from 25 cents to 35 cents per car and from 20 cents to 25 cents per 1,000 bushels on cargo lots. At the time the advance was approved by the directors no serious objection was made, but opposition has since developed and a committee has been appointed to effect a compromise.

The proposition to increase the charge for transferring membership in the Chicago Board of Trade from \$25 to \$100, which was approved by the directors, was defeated by a large majority when submitted to a vote by the membership. This is the second time an effort has been made to carry through this measure. The former attempt took place less than a year ago.

The board of directors of the Baltimore Chamber of Commerce has elected the following members to serve on grain and hay committees for three years: Wheat—James A. Clark, Wm. H. Hayward, E. O. Boyd. Corn—H. A. Lederer, E. F. Richards, Robert Marie. Oats—Joseph M. Warfield, Geo. A. Hax, Robt. McLean. Rye—Charles E. Parr. Barley—John H. Biemiller. Buckwheat—T. M. Maynadier. Hay and straw—James A. Loane, John M. Frisch.

The Baltimore Chamber of Commerce has received a notice that 23 firms of Chicago grain dealers have agreed that when grain is sold on Chicago terms by themselves or their brokers in the east all claims for differences arising from such contracts shall be arbitrated under the rules of the Chicago Board of Trade, and that when grain is sold on eastern terms all claims shall be arbitrated under the rules of that exchange, the grades to be named in the contract.

The special committee of the New Orleans Board of Trade appointed to look into the feasibility of establishing futures trading in grain on the New Orleans exchange leaves to-day, August 15, on a tour of inspection of the leading exchanges where futures trading is carried on. The committee is composed of the following: James W. Porch, first vice-president of the board; A. F. Leonhardt, chairman of the grain committee, and Fred Muller, secretary and treasurer of the board. Special invitations to have the committee visit the Chicago and Kansas City boards of trade were received by the New Orleans exchange.

ADDITIONAL INSPECTION RULES AT LITTLE ROCK.

The grain and hay committee of the Little Rock (Ark.) Board of Trade has adopted the following rules, in addition to those already in force, for the government of the Little Rock grain market:

Texas Red Rust Proof Oats—No. 2 Texas red rust proof oats shall be bright, sound, reasonably clean and reasonably free from other grain, and shall not contain over one-eighth black grains, and shall weigh not less than thirty pounds to the measured bushel.

No. 3 Texas red rust proof oats shall be reasonably clean, not over one-eighth mixed with black grains or slightly stained or weather beaten, sound and reasonably free from other grain and not good enough for No. 2.

No. 4 Texas red rust proof oats that are not good enough to grade No. 3 shall be graded No. 4 mixed, or No. 4 oats.

Western Red Rust Proof Oats—No. 2 shall be bright, sound, reasonably clean and reasonably free from other grain and contain not over one-eighth black grains, and shall weigh not less than thirty pounds to the measured bushel.

No. 3 shall be reasonably clean, not over one-eighth mixed with black grains, or slightly stained

or weather beaten, sound and reasonably free from all other grains; not good enough for No. 2 and to weigh not less than thirty pounds to the measured bushel.

George R. Brown, secretary of the committee, has been elected treasurer in addition to his other office. A vote of thanks was extended to the initial railroad lines and various exchanges for their coöperation in the Little Rock inspection.

NASHVILLE GRAIN EXCHANGE.

Nashville, Tenn., is the latest city to establish a grain exchange, the Nashville Grain Exchange having commenced business July 27 at No. 3 Noel court, that city.

The membership of the exchange includes Douglas & Co., McKay, Reese & Co., Miller & Co., Neil & Shoffner, J. H. Wilkes & Co., Hughes, Green & Co., Samuel & Cartwright, Harsh & Williams, Bell-Duff Company, Tyner, Ehrhard & Co., W. R. Cornelius, Jr., I. T. Rhea, George W. Spottswood. Byrd Douglas is president, J. H. Wilkes, vice-president, and W. R. Cornelius, Jr., secretary. The management is left to some individual member and each one must serve a week.

During the first week about 125 cars of stuff changed hands on the floor of the exchange, exclusive of 75,000 bushels of wheat. Arrangements have been made to post Chicago and St. Louis quotations and the exchange has its own wire. It is probable that the rules of the Chicago Board of Trade, or such portion of them as may be required, will be adopted by the Nashville exchange.

INSPECTION RULES AT MEMPHIS.

At a meeting of the grain and hay dealers of the Memphis Merchants' Exchange, held July 31, it was voted to adopt the report of the grain inspection committee which recommended that the grades in force be continued as they were, with the addition of the following recently adopted grades:

TEXAS RED RUST PROOF OATS.

No. 2 Texas Red Rust Proof Oats shall be bright, sound, reasonably clean and reasonably free from other grain, and shall not contain over one-eighth black grains, and shall weigh not less than thirty pounds to the measured bushel.

No. 3 Texas Red Rust Proof Oats shall be reasonably clean, not over one-eighth mixed with black grains or slightly stained or weather beaten, sound, and reasonably free from all other grain and not good enough for No. 2.

No. 4 Texas Red Rust Proof Oats that are not good enough to grade No. 3 shall be graded No. 4 Mixed, or No. 4 Oats.

WESTERN RED RUST PROOF OATS.

No. 2 Western Red Rust Proof Oats shall be bright, sound, reasonably clean and reasonably free from other grain and contain not over one-eighth black grains, and shall weigh not less than thirty pounds to the measured bushel.

No. 3 Western Red Rust Proof Oats shall be reasonably clean, not over one-eighth mixed with black grains, or slightly stained or weather beaten, sound, and reasonably free from all other grains; not good enough for No. 2.

HARD WINTER WHEAT.

No. 1 Hard Winter Wheat to be sound, dry and clean hard winter wheat, and to weigh not less than sixty-one pounds to the bushel.

No. 2 Hard Winter Wheat to be sound, dry and clean hard winter wheat, and to weigh not less than fifty-nine pounds to the bushel.

No. 3 Hard Winter Wheat to be sound, dry and reasonably clean hard winter wheat, and to weigh not less than fifty-seven pounds to the bushel.

No. 4 Hard Winter Wheat to be reasonably sound, thin or bleached hard winter wheat, unfit to grade No. 3 Hard.

The report of the hay inspection committee recommended that the existing grades of hay be changed to conform to those of the National Hay Association.

W. J. Langson, secretary of the Milwaukee Chamber of Commerce, says, in his annual report, relative to discriminations in rail rates: "Chicago and Milwaukee are now working in harmony to overcome these inequalities, Chicago being an equal beneficiary of any reduction in rates from the northwest to Milwaukee. There is nothing that Chicago can do that will be so effective in this respect as to make the receipts of Milwaukee grain elevators that comply with the regulations of her Board of Trade as to inspection and storage, deliverable on contracts in the Chicago market. This would be a potent incentive to the Milwaukee roads to grant the concessions that the Chamber of Commerce has so long contended for, and to which the interstate commerce commission has declared Milwaukee justly entitled. Such action on the part of the Chicago Board of Trade would help to bring millions of bushels of grain to Lake Michigan that otherwise will be forced to seek an outlet through the ports at the head of Lake Superior, while Chicago would share the benefits whether the grain came to her own warehouses or a part of it to the

warehouses of Milwaukee, which are now mainly operated by Chicago firms."

COMMISSION

Fyfe, Manson & Co. of Chicago have engaged C. C. Germain, who will execute orders on corn on the floor.

Ben Bryan, Jr., of the Chicago commission firm of Logan & Bryan, left Chicago on August 1 for a European trip.

W. L. Wolff, formerly in the grain commission business at Hueneme, Cal., has removed to San Francisco, Cal.

Robert L. Thornton has formed a connection with Kneeland, Clement & Curtis, and will represent them in the wheat pit of the Chicago Board of Trade.

The Marfield-Griffiths Co. of Minneapolis, Minn., has opened offices at Duluth with S. A. McPhail, formerly with the Van Dusen-Harrington Co., in charge.

Arthur Leask, who recently retired from the firm of Lake & Leask, has gone with Ware & Leland of Chicago and will have charge of their business on the floor.

The Milmine-Bodman Grain Co. of Chicago was incorporated recently with a capital stock of \$100,000, by E. M. Ashcraft, R. M. Ashcraft and E. M. Ashcraft, Jr.

William H. Noyes of Chicago, until August 1 associated with the commission firm of McReynolds & Co., will clear his brokerage and commission contracts through T. E. Wells & Co.

S. T. Marshall and E. F. Daly, formerly with G. L. Graham & Co. of St. Louis, Mo., have associated themselves with the Calumet Grain Commission Co. at St. Louis, with offices in room 69 Gay Building.

The Merrill Commission Co. of Omaha, Nebr., suspended business on August 8. The concern did a grain and stock brokerage business, operating branches in a number of Iowa and Nebraska towns.

C. G. McNeil, president of the McNeil Grain Co. of Sioux City, Iowa, will, it is reported, represent Ware & Leland of Chicago, the business of the first named concern being taken over by the Chicago firm.

After being absent from the Chicago Board of Trade for more than a year, owing to failing health, M. J. Hamilton was readmitted recently. Mr. Hamilton has been a member of the Board for ten years.

J. G. Adams & Co., grain brokers at Omaha, Nebr., have suspended operations indefinitely. The failure is reported to be to a certain extent caused by the closing of the Merrill Commission Co.'s offices the day previous.

Howard Wrenn, A. Calkins and C. G. Egan have formed a partnership to engage in the grain and stock brokerage business under the style of Wrenn, Calkins & Egan, with offices at 415 to 417 The Rookery, Chicago.

The M. W. Simonson Co. has been incorporated at Newark, N. J., with a capital stock of \$125,000, to deal in grain, etc. The incorporators are Morris W. Simonson, James Hull and Charles H. Stewart, all of Newark, N. J.

The Caney Grain Co. has been incorporated at Chicago with a capital stock of \$5,000 to buy and sell grain, operate warehouses, elevators, etc. The incorporators are Seymour Edgerton, H. F. Harvey and Fred W. Hansen.

The Marshall & Michel Grain Co. of Joplin, Mo., has purchased a seat on the Kansas City Board of Trade and has opened an office at that place. Mr. Marshall will have charge of the Kansas City office and Mr. Michel of the one at Joplin.

William G. Husband, who for six years has been with R. E. Pratt, and lately with Pratt & Burkle, of Chicago, as their cash grain man and elevator manager, severed his connection with that firm on July 31, and will start in business for himself.

W. B. Bogert, who until the consolidation of the two Chicago commission firms of Bartlett-Frazier and Carrington-Patten had charge of the office business of the latter firm, has gone into business as W. B. Bogert & Co., with offices in the Rialto building.

Owing to the death of J. H. Bunn, the shipping and commission firm of Van Tassell & Bunn at Peoria, Ill., is dissolved. The business will be continued by the remaining partner, R. W. Van Tassell, under the name and style of the Van Tassell Grain Co. (not inc.).

The Calumet & Western Elevator Co., with general offices in the Royal Insurance Building, at Chicago, succeeded to the various interests of the Calumet Grain & Elevator Co. on August 10. Under the new style of firm the facilities for carrying on the

line of business will be greatly increased. The authorized capital of the company is \$500,000, and the officers are M. H. Bennett, president; L. P. Buchanan, vice-president; W. K. Mitchell, secretary, and E. M. Markwald, treasurer.

Homer H. Peters, who recently retired from the firm of Bartlett, Frazier & Co., has sold his membership in the Chicago Board of Trade to James W. Cullah with Bartlett, Frazier & Co. Mr. Peters will spend the greater part of his time looking after his interests in California.

The E. P. Smith Commission Co. of Kansas City, Mo., has suspended business and closed all trades. Mr. Smith, the head of the concern, is a member of the Kansas City and Chicago boards of trade. He has been in the East for some time on account of ill health, the business being in charge of S. N. Barrange, secretary of the company. The company started business in Kansas City about eight years ago. It first represented Schwartz, Dupree & Co. of Chicago, but for the past two years has represented Harris, Gates & Co. of Chicago.

PERSONAL

A. W. Young has taken charge of an elevator at Shawnee, N. D.

C. H. Olson has taken charge of an elevator at Bagley, Minn.

D. F. Smith has removed from Lewiston, Minn., to Eau Claire, Wis.

Andrew Lory will have charge of the new Bassett Elevator at Oconto, Wis.

E. J. Matteson, formerly at Redfield, S. D., has removed to Athol, that state.

M. C. Boyle has taken charge of the Pendleton Elevator at Pendleton, Kans.

Frank Knowles has taken charge of the Cathcart Elevator at Correctionville, Iowa.

J. A. Blaisdel writes that he has removed from Ayrshire, Iowa, to Blackwell, Okla.

D. K. Bennett has taken charge of the Reliance Grain Co.'s house at Chatsworth, Iowa.

Minor Rose has taken charge of the Stockbridge Elevator Co.'s elevator at Paw Paw, Mich.

O. E. Scott has charge of the elevator at Emden, Ill., recently purchased by Chicago parties.

George Green has resigned as local agent for the Inter-State Grain Co. at Wadena, Minn.

Earnest Foutz of Kingman, Kans., has accepted a position as grain buyer at Healey, Kans.

Fred Stokes has taken charge of the Skewis-Moen Grain Co.'s elevator at Granite, Iowa.

Dan Zimmerman will have charge of the Inter-State Grain Co.'s elevator at Wadena, Minn.

Frank Minter of Corning, Kans., has been reappointed a grain inspector by Governor Bailey.

Fred Loerch succeeds W. C. Earhart as agent for the Bowen & Regur Grain Co. at Mingo, Iowa.

Henry McNarmra has taken charge of the Northwestern Elevator Co.'s elevator at Hazel, S. D.

C. C. Stahl has taken charge of the new co-operative elevator at Sterling, Kans., as grain buyer.

G. M. Carleton has resigned as grain buyer for the Winter & Ames Elevator Co. at York, N. D.

George Dirks is in charge of the Terwilliger & Dwight Co.'s elevator at Marion Junction, S. D.

Henry Haen was recently re-elected manager of the Farmers' Elevator Co.'s plant at Renville, Minn.

J. F. Roadman, who was formerly in the grain business at Lodge, Ill., has removed to Kimmunity, Ill.

True Fallgatter is in charge of the elevator at Fairview, S. D., formerly operated by Amun Amunson.

Walter McKellar has taken charge of the cleaning house of the St. John Grain Co. at LeSueur, Minn.

R. Raney of Grand Forks, N. D., has accepted the position of traveling auditor for the Imperial Elevator Co.

Alex. Schmitz, formerly at Stewart, Minn., has taken charge of the Monarch Elevator at Little Falls, Minn.

Clarence Ellsworth of Jackson, Minn., has taken charge of Hunting & Co.'s branch elevator at Litcher, S. D.

A. B. Loomer of Charles City, Iowa, has accepted a position with the Hunting Elevator Co. at Carpenter, Iowa.

C. E. Reilly has taken charge of the Way, Johnson, Lee Grain Co.'s elevator at New Hampton, Iowa, as manager.

Thomas Roberts of Crookston, Minn., has been promoted from superintendent of the lumber department of the St. Anthony & Dakota Elevator Co. to

the position of general manager, with headquarters at Minneapolis.

William Gehrts has accepted the position of manager of the Nehawka Elevator Co.'s elevator at Nehawka, Nebr.

D. J. Kistler of Tokoa, Wash., has accepted the position of manager of the Pacific Coast Elevator at Latah, Wash.

W. N. Jones has resigned his position with the Neola Elevator Co. at Jamaica, Iowa, and gone to Perry, that state.

George L. Catlin, a grain dealer of Monon, Ind., was robbed of \$395 by a pickpocket at the depot in that city recently.

E. J. Matteson writes from Athol, S. D., that he has accepted a position with the Western Elevator Co. at Frankfort, S. D.

R. H. Allerton, grain buyer for the Lee-Warren Milling Co. of Salina, Kans., has been appointed a deputy grain inspector.

Richard Johnson of Lake Elizabeth, Minn., has taken charge of the Northwestern Elevator Co.'s new house at Booze, S. D.

William Albers of Remsen, Iowa, has taken charge of the Terwilliger & Dwight Grain Co.'s elevator at Laure, Nebr., as manager.

Charles Wilsey of Sandwich, Ill., has been transferred from the Weare Grain Co.'s office at Mendota, Ill., to Burlington, Iowa.

James Yeo, formerly of Crystal, N. D., has taken charge of W. C. Leistikow's elevator and lumber yard at Easter Hazy, Assinaboia.

A. W. Hawkins of Berthoud, Colo., has taken charge of the elevator at Longmont, Colo., belonging to the Longmont Flour Milling Co.

M. E. Cooper, of Truman, Minn., has taken charge of the new elevator at Elkton, S. D., owned by the Wohleter Elevator Co. of Fairmont, Minn.

N. J. Parker, formerly in the hardware business at Wood River, Nebr., has taken charge of the Omaha Elevator at Fremont, Nebr., as manager.

C. A. French, formerly a deputy grain inspector at Minneapolis, Minn., has been appointed head grain inspector and weighmaster at LaCrosse, Wis.

B. L. Lewis has resigned the management of the Minneapolis & Northern Elevator at St. Thomas, Minn., to enter the employ of Miller Bros. of that city.

A. B. Davis will operate the elevator at Titonka, Iowa, for the Way-Johnson-Lee Co. of Minneapolis, succeeding E. M. Hartz, who has gone to Randolph, Minn.

Joseph Stoddard, who has been employed by the Fullerton Post at Fullerton, Nebr., has accepted the position of local grain buyer for the Omaha Elevator Co.

O. H. Dahl has taken charge of the Anchor Grain Co.'s elevator at Cottonwood, Minn., succeeding P. J. Krog, who had been in charge since the house was built.

John J. Youngbeck has given up his position with the Milwaukee Elevator Co. at Ripon, Wis., and has removed to Oshkosh, Wis., where he has engaged in the restaurant business.

R. F. Herman, who has been in the employ of a milling company at Salina, Kans., for some time past, has taken charge of an elevator at Waldo, Kans., for the same concern.

O. D. Christenson has given up his position as manager of the Minnesota & Northwestern Elevator Co.'s elevator at Rolla, N. D., and has returned to his home in Minneapolis, Minn.

Charles C. Chamberlain, who was formerly with the American Can Co., has accepted a position with the Churchill-White Grain Co. of Chicago and will be located at Hoopesville, Ill.

P. N. Madison has been elected wheat buyer for the Farmers' Elevator at Clinton, Minn., to succeed Charles Campbell, who has gone on the road for the McCormick Harvester Co.

C. H. Nusbaum, who was formerly engaged in the grain business at Fairmont, Minn., has returned to his former home at Bloomfield, Iowa, and will take charge of the Fairview school as teacher.

John Olson of Murdock, Minn., has taken charge of the Cargill Elevator Co.'s house at Dassel, Minn. N. P. Nelson, the former agent, has been transferred to the company's house at Murdock.

J. E. Hawthorne and wife of Bloomington, Ill., have just returned from a two weeks' pleasure trip to Salt Lake City and the West. Mr. Hawthorne reports crops in Nebraska and Iowa as very backward.

Henry Arnold, a former agent of the Great Western Elevator Co. at Vesta, Minn., has returned to that place from North Dakota, where he has been engaged in the grain business, and has resumed his old position.

W. A. Anderson, who has for some time been in charge of the Great Western Elevator Co.'s house at Wabasso, Minn., has accepted the position of auditor with the Bay State Milling Co. of Winona, Minn.

The milling company operates an extensive line of elevators through that section of Minnesota.

E. V. Molsberry of Audale, Iowa, has succeeded H. F. Greenfield as manager of the Nye-Schneider-Fowler Co.'s elevator at Dike, Iowa.

Robert C. Harper, father of George Harper, the well-known Minneapolis grain man, recently celebrated the 104th anniversary of his birth. Mr. Harper walked from Minneapolis to St. Paul on his 103d birthday.

Ed Linquist, who has been in charge of the Northwestern Elevator Co.'s house at Hazel, S. D., for the past three years, has been transferred to Labolt, S. D., where he will have charge of the same company's elevator.

George D. McKay, financial man for the Albert Dickinson Seed Co., of Chicago, recently rescued two men from drowning at Fox Lake, Wis. The saving of the two men makes seven persons that Mr. McKay has rescued from drowning.

J. D. Jones, who has been manager of the business of the American Malting Co. at Winona, Minn., for some years past, has accepted the position of manager of the barley department of the Van Duzen-Harrington Elevator Co. of Minneapolis.

Ellis L. Miller, assistant registrar of the Minnesota state grain department at Duluth, Minn., has resigned his position, to take effect September 1. He will be succeeded by George Munford of Two Harbors, Minn. He had held the office of assistant registrar since June 1, 1901.

SEEDS

Peter Buel, seedsman, of New Orleans, La., is dead.

The Portland Seed Co. of Portland, Ore., has increased its capital stock to \$75,000.

Ezra P. Barker, wholesale seed dealer at Slayton, Minn., is reported to have burned out recently.

The Illinois Corn Growers' Association will hold its annual convention at Peoria, Ill., during the fall carnival in October.

F. E. Winans received the first lot of the 1903 crop of timothy seed to arrive in Chicago. It came from southern Iowa and was in all respects a great improvement on the seed of 1902.

J. W. McCullough's Sons of Cincinnati, Ohio, have added new machinery to greatly increase the seed handling capacity of their warehouse. They have also erected a new building adjoining the office.

C. A. King & Co.'s circular of August 10 states that the majority of the reports received on clover seed are favorable, but not as brilliant as a month ago, and that the weather in the near future will be very important. The season is late and the crop backward.

The Trumbull Seed Co. of Kansas City, Mo., recently made a deal with the board of park commissioners of that city whereby the seed company is privileged to gather the grass seed from the park known as Swope Park in consideration of the city receiving one-third of the cleaned grass seed thus obtained.

The first cutting of hay for the Canadian crop of red clover was taken off the fields about two weeks later than usual and that is not favorable for the production of seed. Everything now depends upon the weather for the balance of the season, and whether the second cutting escapes the ravages of the clover midge or weevil, which last year destroyed the greater part of the seed crop in Canada.

C. A. King & Co. of Toledo, Ohio have issued a table showing the monthly exports of clover seed from the United States from 1898 to 1903. The total exports for the twelve months ending with June of the several years are as follows: 1898, 207,435 bags; 1899, 133,214 bags; 1900, 213,864 bags; 1901, 80,000 bags; 1902, 40,300 bags. For the twelve months ending with December for the same years the figures are: 1898, 177,948 bags; 1899, 196,800 bags; 1900, 144,000 bags; 1901, 45,117 bags; 1902, 68,300 bags.

The Toledo Produce Exchange has issued the following instructions to interior dealers regarding the shipments of seeds: "When making shipments of seed to this market, interior dealers should use only desirable and merchantable bags. It is for their interest to do so. Some bags are not suitable or safe to ship seed in. Do not use 'any old kind of a bag' simply because its a bag. More uniformity should be used. To that end the Seed Committee of this board suggest that shippers take greater care in selection of bags and use, where possible, brands of bags as herewith recommended. Bags other than kinds specified will be priced as to their relative value for seed uses only. Bags torn, dirty, marked or otherwise disfigured will have value placed upon by the seed inspector. Starke

"A" bags, 17c; American, Amoskeag or like quality only, 15c; bags inferior quality than the foregoing, 10c; bags badly marked or dirty, 5c. N. B.—The Seed Committee also advises that drayage on seed beginning August 1, owing to new schedule of prices by head teamsters, will be 2c per bag instead of 1½c per bag."

FIRES--CASUALTIES

Gackle & Co.'s elevator at Kulm, N. D., was damaged by fire to the extent of \$1,800 recently.

E. G. Duckwall & Co.'s grain warehouse at Louisville, Ky., is reported to have been burned recently.

G. C. Stevenson & Co.'s elevator at Dover, Minn., burned July 31. There was no insurance on the plant.

The Great Western Elevator Co.'s house at Dawson, Minn., was damaged during a recent heavy storm.

The elevator and coal sheds at Bailey, Iowa, burned July 28. The origin of the fire is unknown.

J. F. Cheatum's elevator and 3,000 bushels of wheat were consumed by fire at Cleveland, Kans., on July 30.

Landry Bros.' hay and grain store at Boston, Mass., was damaged by fire on the night of July 20. The loss is small.

The Western Grain Co.'s elevator at Washta, Iowa, was struck by lightning recently and burned to the ground. There was no grain in the building.

Elevator "B" of the Wabash Railroad at Detroit, Mich., was damaged by fire to the extent of 1,000 recently. The origin of the fire is unknown.

The elevator at Freeman, Iowa, recently purchased by Julius Kunz of Wesley, Iowa, was destroyed by fire two days before Mr. Kunz was to take possession.

The smoke stack of the Atlantic Elevator at Chicago was blown down and considerable other damage done to the plant by a windstorm on the afternoon of July 21.

Clarence Taylor's elevator at Pearl, Kans., was burned August 3. The origin of the fire is unknown. About \$5,000 worth of grain was destroyed. There was no insurance.

Culter Bros.' grain, hay and implement warehouse at Wakefield, Mass., was burned on the afternoon of August 3. The loss is \$7,000, partly covered by insurance. The origin of the fire is unknown.

The Dominion Elevator Co.'s 30,000 bushel elevator at Napinka, Man., was destroyed by fire recently. The loss is about \$10,000, with \$4,000 insurance. The house was empty at the time of the fire.

The Minneapolis & Northern Elevator at Georgetown, Minn., was struck by lightning on July 27. The cupola and roof of the building were badly wrecked. The fire was extinguished before much damage was done.

C. A. Melligan was injured by a falling timber at the new elevator of L. O. Talbot & Co. at Keokuk, Iowa, on July 24. The timber slipped from the grasp of one of the workmen and struck Mr. Melligan, bruising him severely.

Theodore Michael's grain and feed store at Washington, D. C., was damaged by fire at 12:45 o'clock p. m., July 13. The fire started in the rear of the structure and the origin is unknown. The loss is \$1,000, covered by insurance.

The Osceola Mill & Elevator Co.'s elevator at Nye, Wis., was wrecked by a storm which swept over that village recently. The elevator was blown from its foundations and burst open, letting 4,000 bushels of grain out upon the ground. The elevator will be rebuilt.

The grain and feed store of Job Rogers at Apponaug, R. I., was burned to the ground at 2:30 o'clock a. m., July 20. The fire is supposed to have been set by a tramp, who was seen to come from the building a short time before the fire was discovered. The loss is covered by insurance.

The St. Anthony & Dakota Elevator at Aneta, N. D., and the flax-straw stacks of the By-Product Paper Co. were struck by lightning on July 31, but were saved from destruction by the prompt work of residents who extinguished the flames with a chemical extinguisher and buckets of water.

M. J. Winchell's elevator at Howard, S. D., burned to the ground at 3 o'clock a. m. July 10. The fire is supposed to have been started by tramps, as several were seen in the vicinity of the elevator earlier in the evening. The fire department was unable to reach the burning building with water on account of lack of sufficient hose. A small quantity of wheat and barley was all the grain contained in the elevator. The Boorman Elevator near by was

saved from destruction by the efforts of a bucket brigade. The loss is about \$5,000, with insurance of \$2,000.

The Tacoma Grain Co.'s elevator at Kendrick, Idaho, was burned on the night of July 14. The Hunter Lumber Co.'s yards and warehouse, the Northern Pacific roundhouse and several other buildings were also destroyed. The loss is estimated at \$25,000, mostly covered by insurance.

The Downing Elevator at La Moure, N. D., was struck by lightning at 7:30 o'clock a. m. July 15 and burned to the ground. The elevator was owned by J. F. Downing of Erie, Pa., and contained about 4,000 bushels of wheat, which is a total loss. The building and machinery was insured for \$4,500.

Jesse Jones & Sons' grain and hay warehouse at Norfolk, Va., was destroyed by fire recently. Mrs. Susan Wiles, an employee of the firm, was burned to death on the third floor of the building. The building was filled with hay and grain, which burned rapidly, and nothing could be done to save the warehouse.

C. J. Walter's elevator at Danforth, Ill., was damaged by fire on July 23. The fire started on the roof of the elevator and was caused by sparks from a passing engine. The fire was discovered before it had gained much headway and was extinguished by the fire department and a bucket brigade. The loss was small.

A fire which started in the elevator of the Majestic Distillery at Terre Haute, Ind., on the afternoon of July 25, caused a loss of \$100,000 on the building, grain elevator and machinery. The spirits house adjoining, containing 100,000 barrels of spirits, was saved with great difficulty. The loss is fully covered by insurance.

Fire at Valeria, Iowa, on August 2 destroyed Bowen & Ragen's elevator and adjoining corn cribs and 21 cars belonging to the Great Western Railroad which were standing on a siding. The fire started in an empty box car near the elevator, and is believed to have been the work of tramps. The loss is \$20,000 and is covered by insurance.

The plant of the Little Rock Milling & Elevator Co. at Little Rock, Ark., was burned on August 6. The mill building was struck by lightning at 4 o'clock a. m., the fire spreading to the rest of the plant in a short time. The loss is \$100,000, with insurance of only about one-half that amount. T. H. Bunch is one of the heaviest stockholders in the company.

The McCue Elevator at Rock Island Junction, Ill., was totally destroyed by fire on the night of August 1. The fire is thought to have been of incendiary origin. The elevator was a frame structure located on the Northwestern tracks and contained about 500 bushels of grain. The loss is \$2,000, partially covered by insurance. The house was operated by J. C. Quinn.

Fire at Quebec, Canada, on the morning of August 6 destroyed one of the floating elevators of the St. Lawrence & Great Lakes Transportation Co. The elevator was in the Louise Basin and was used in transferring cargoes from the company's steamers to seagoing vessels and vice versa. The loss is \$25,000, partially covered by insurance. A number of barges were also badly damaged.

Oscar Courtois, a hay and grain merchant at Montreal, Canada, had a narrow escape from death on July 21. He was superintending the loading of the steamer LaPrairie at the wharf, when he slipped and fell between the dock and the vessel. When he was removed it was found that he had sustained a fracture of the left thigh, as well as contusions and abrasions.

Fire damaged the plant of the Alabama Mill and Elevator Co. at Birmingham, Ala., to the extent of \$2,500, on July 21. The fire started in the elevator tower and is supposed to have been caused by a spark from a passing locomotive. The tower contains several bins which were filled with grain, and this was considerably damaged by water. The loss is fully covered by insurance.

Daniel A. Brown of Emden, Ill., who has been in the employ of J. R. Aston, a grain merchant at that place for the past six years, met with a painful accident recently, while oiling the machinery in the pit of the elevator. In trying to remove a whip on the conveyor his hand was instantly drawn into the conveyor and three fingers were badly lacerated. The first and third fingers were severely crushed and torn, and the second finger had to be amputated at the second joint.

Striebinger Bros' elevator and warehouse at Cleveland, Ohio, owned and operated by Charles Striebinger, was badly damaged by fire and its contents totally destroyed at 6 o'clock p. m. July 24. The warehouse is of brick, 66x100 feet in dimensions and two stories in height. It contained a large quantity of baled hay. The elevator is of frame, iron clad, 66x60 feet in dimensions and four stories in height. Its contents consisted of 8,000 bushels of oats, 2,000 bushels of shelled corn and 1,000 bushels of ear corn. The fire started in the hay warehouse and quickly spread to the elevator. The origin of the fire is a mystery, as there had

been no fire in the boiler room for several days and no smoking was allowed in the plant. The fire department succeeded in confining the fire to the warehouse and elevator. The loss is estimated at \$12,000 on the contents and the damage to the buildings at \$10,000, partially covered by insurance.

The Minneapolis & Northern Elevator Co.'s elevator at Emerald, N. D., was struck by lightning about 1 o'clock a. m., July 25, and burned to the ground. The elevator had a capacity of 50,000 bushels and at the time of the fire contained about 4,000 bushels of grain. The loss was covered by insurance. The superintendent of the company has announced that the house will be rebuilt at once.

Emil Miller's grain, feed and hay warehouse at Winona, Minn., was damaged by fire on July 18. The building contained a quantity of baled hay and straw and several hundred bushels of oats, corn, wheat and barley, which was considerably damaged by fire, smoke and water. The fire started in the rear of the building and its origin is a mystery. The loss is estimated at \$2,500, covered by insurance.

F. P. Hubbert's elevator at Malcom, Iowa, was struck by lightning at 4 o'clock a. m. July 29 and burned to the ground. The loss is estimated at from \$8,000 to \$10,000, with insurance of \$3,500 on the building and contents. The elevator contained about 10,000 bushels of oats, a portion of which were saved, but are badly damaged by water. The elevator will probably be rebuilt as soon as the insurance is adjusted.

The Star Elevator Co.'s elevator at Minneapolis, Minn., was badly damaged by the recent heavy windstorm which swept over that city. The wind destroyed a part of the brick building adjoining the main elevator and known as Annex No. 2. A portion of the brick wall fell upon the roof of the engine room, badly wrecking it and damaging the engine and machinery. Lucius Lyons, the night watchman at the plant, was in the engine room and was seriously injured by the falling brick and debris. The damage to the elevator is estimated at \$5,000.

Fire destroyed the elevator and coal sheds of the G. B. Lint Grain Co. at Frankfort, Kans., on the afternoon of July 13. The fire started in the engine room and its origin is unknown. About 1,100 bushels of corn and fifty tons of coal were destroyed. An employee of the company succeeded in saving the books from the office, but the fire burned too rapidly to save anything else from the building. The loss is partially covered by insurance and the elevator will be rebuilt as soon as the insurance is adjusted. It is expected to have the new house completed in time to handle the coming crop.

Smith & Lewis' elevator and feed mill at Keota, Iowa, were destroyed by fire recently. The origin is unknown. When the fire was discovered it was bursting out of the roof, and by the time the fire department arrived nothing could be done to save the plant. The elevator was erected in 1880 by J. L. Ramsey and operated by him until a few years ago, when he retired from business, selling out to Smith & Lewis. The contents of the elevator, consisting of about 6,000 bushels of oats, some corn and other grain, were also destroyed. A quantity of sacked feed in the feed mill was saved. The loss is estimated at between \$8,000 and \$10,000, with \$3,000 insurance.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

J. W. Tobias, Baltimore, Md.
Thos. H. Kaye, Lindstrom, Minn.
J. E. Hawthorne, Bloomington, Ill.
J. L. Schalk, of Schalk Bros., Anderson, Ind.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
Carl S. Scofield, U. S. Department of Agriculture, Washington, D. C.
L. R. Doud of Grain Dealers' National Mutual Fire Ins. Co., Indianapolis, Ind.
A. H. Smith, Jackson, Mich., representing Huntley Mfg. Co., Silver Creek, N. Y.
Fred Faulkner, Cedar Rapids, Iowa, representing Chicago Grain & Elevator Co., Chicago.

The decline in values of Wall street commodities (and the large losses thereon) is becoming a disturbing element in many other channels. Fear, the most cruel of masters, is haunting banking and manufacturing circles in a mysterious and inexplicable way, while in most directions the surface indications in business affairs seem rather favorable.—Pope & Eckhardt Co.'s Circular, July 15.

BARLEY AND MALT

The Frankenmuth Malting Co. of Frankenmuth, Mich., is building a new malt house in connection with its brewery at that place.

Advices from the Province of Quebec, Canada, state that indications point to a fairly good crop of barley. The quality and yield are in most instances good.

The first shipment of barley from the northern division of the Great Northern Railway went east from Alton, a siding a short distance east of Hillsboro, N. D., on August 4.

A peculiar species of bug, said to much resemble the chinch bug, is reported to have inflicted considerable damage upon the barley fields in the vicinity of Sioux Falls, S. D.

Solomon Strauss, a member of the Baltimore Chamber of Commerce, and prominently identified with the malting business of that city, died recently after an operation for appendicitis.

The first sample of barley for the season of 1903 to arrive in Chicago was being exhibited on July 15. It came from Scott County, Iowa, and was of fine quality, having a big berry and good color.

A press report from Pendleton, Ore., states that the barley crop in that section is light in most instances, but that the grain is of good quality. Local breweries will use most of the home grown crop.

The Big Three is said to have been badly caught on barley as well as wheat and will require between 75,000 and 100,000 tons of the first named cereal at San Francisco to fill all the orders they have undertaken.

A sample of new barley from Oaks, N. D., received on the floor of the Duluth Board of Trade on August 8, was of good quality and said to be almost as clear and bright in color as the Montana irrigated barley, and tested 51 pounds to the bushel.

The Manitowoc Malting Co. of Manitowoc, Wis., is erecting new elevators at Sherwood, Snell's Siding and Van Dyne, Wis., and has leased houses at Byron and Fon du Lac, Wis. The company's storage capacity will be increased about 200,000 bushels by the additional elevators.

Reports of the barley crop from various parts of South Dakota state that the crop is exceptionally heavy and the yield is good. The yield is estimated at upwards of 50 bushels per acre and perhaps better in some sections. The demand from Milwaukee brewers for South Dakota barley is largely responsible for the increased acreage of this year.

The Weiss Malting plant at Manitowoc, Wis., formerly operated by Chicago parties, has been purchased by the William Rohr Sons' Co., increasing the storage capacity of the Rohr Company to over 3,000,000 bushels and making it one of the largest in the United States. The combined storage capacity of the two elevators is now nearly 2,000,000 bushels.

The American Malting Co. suffered another loss by fire at its Milwaukee plant recently. The fire started in the kiln fires of Elevator "D" and partially destroyed that structure before it was extinguished. Elevator "D" is 200x100 feet in dimensions and 100 feet in height. It contained 150,000 bushels of grain, which was badly damaged by fire and water. As soon as the fire was discovered all the available fire apparatus in the city was hurried to the scene and the firemen succeeded in saving adjoining buildings as well as a portion of the elevator. The mills and elevator of the Manegold Milling Co. narrowly escaped destruction. The loss is \$25,000.

An elevator, warehouse and dryer at the malting plant and brewery owned by Henry C. Moffat at Buffalo, N. Y., were badly damaged by fire at 4 o'clock a. m. July 18. The fire originated in the dryer which is located between the warehouse and elevator and the cause is unknown. About 100,000 bushels of malt, barley and wheat were either destroyed or badly damaged. The malt was stored in the elevator and was damaged by water only. The loss is estimated at \$100,000. The amount of insurance carried on the plant is not known. The damaged grain has been sold to Kennedy & Co. of that city. Steps are being taken to repair the damage to the plant, and it will resume operations as soon as possible.

The American Malting Co. issued at the hands of its reorganization committee the following plan of procedure for the consideration of the stockholders: The committee announced it would accept no compensation for its own services, and the carrying out of the plan requiring no underwriting, the expenditures of the committee was to be limited to the actual cost of reorganization; and if it should be decided to form a new company, then, also, the expense attending the reorganization of the corporation. These expenses were to be paid by the new

company, and thus the \$1,085,000 preferred stock and \$2,514,000 common stock remaining over would be available for the purposes of the new company, as the board of directors might determine. In lieu of the provision of the reorganization sinking fund, the amended plan contained a provision permitting the new company, in the discretion of the board, from time to time, to purchase and cancel 6 per cent gold mortgage bonds of the company, using for that purpose any funds which might be available. The time for making deposits of stock under the amended plan was extended to July 25. This was openly opposed by a regularly chosen stockholders' committee and suit was hurriedly instituted to compel the directors of the American Malting Co. to pay to the stockholders dividends amounting to \$1,855,350, and also to compel the directors to pay the corporation \$650,000 for damages alleged to have been sustained through negligent and illegal management of the property. The complaint was dismissed by the lower court, but, on appeal, the appellate division of the New York supreme court reversed the decision July 8 and ordered a new trial. Reversal was on the point that the stockholders (i. e., the corporation) can recover the amounts of unauthorized dividends.

E. P. Bacon & Co. of Milwaukee, Wis., sum up the barley crop practically as follows: Iowa has an uneven crop, varying according to locality. The yield per acre is estimated at ranging from 12 to 50 bushels and averages about 27 bushels or about 5 bushels per acre less than last crop. The crop was considerably damaged by unfavorable weather. The color is mainly dark. Very little difference in acreage from last year. Increased in some sections and decreased in others. Reports on a whole indicate a larger quantity of malting barley than was secured last crop. Wisconsin reports indicate a smaller production than last year, due to decreased yield per acre. Quality averages good, the berry being medium to plump, reasonably sound and generally good malting quality. Less unsoundness than last year, but more medium and light weight barley. The color is uneven, as the larger portion was discolored by rains during harvest. Acreage estimates show no change of importance. The yield per acre ranges from 20 to 50 bushels and averages about 32 bushels, or 5 bushels per acre less than last crop. The Minnesota crop shows considerable variation in different parts of the state. The reports on a whole indicate an uneven crop and decreased production, as compared with last year, due mainly to reduced yield per acre. The quality varies according to locality and weather conditions. About one-third of the parties heard from on the question report the berry light weight and two-thirds are equally divided between medium and plump. Unfavorable weather during harvest caused considerable unsoundness. The crop is reported ruined by hail storms in some localities. No change of importance in the acreage is noted. Some sections report increases and others decreases. The yield per acre is estimated at from 12 to 50 bushels and averages about 27 bushels, or 5 bushels per acre less than last year and the same as the crop of 1901. Reports from South Dakota show an increase in production over last year due to a larger acreage and good yield. In most instances the berry is plump and the quality from good to choice. No great damage resulted from unfavorable weather during harvest. Hail storms are reported to have done considerable damage since. The color is uneven on account of rains since harvest, causing some discoloration. Acreage larger than last year and averages about 12 per cent gain. The yield is estimated at from 20 to 55 bushels per acre, with an average of about 33 bushels, or practically same as last crop, which was 5 bushels more than 1901.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
June, 1902	96	\$	90
June, 1903	100		65
Twelve mo. end. June, 1902....	57,406		33,221
Twelve mo. end. June, 1903....	56,462		30,201
Exports—			
June, 1902	6,933		4,685
June, 1903	302,033		167,574
Twelve mo. end. June, 1902....	8,714,268		3,995,302
Twelve mo. end. June, 1903....	8,429,141		4,662,544
BARLEY MALT.			
Imports—			
June, 1902	555		458
June, 1903	200		164
Twelve mo. end. June, 1902....	3,019		2,929
Twelve mo. end. June, 1903....	2,468		3,029
Exports—			
June, 1902	39,161		25,623
June, 1903	33,262		23,675
Twelve mo. end. June, 1902....	401,375		266,894
Twelve mo. end. June, 1903....	347,147		252,801

Richmond, Va., in the fiscal year ended June 30, handled 5,449,732 bushels of grain, an increase over the previous year of 183,614 bushels.

TRANSPORTATION

The grain freight market at Duluth is reported dull at present, but is expected to pick up greatly when the new crop begins to move.

The first grain ship of the new crop season arrived at Tacoma, Wash., Aug. 4. She was the French bark Pierre Antonine, 1,730 tons, which left Hong-kong June 17.

The Gould interests are making many improvements in the Wabash system and will, it is reported, make that route a grain carrier between tidewater and Chicago.

The work of building the line of the Kansas City Brinkley & Helena railway between Brinkley, Marianna and Helena, Ark., will be commenced at an early date. The rights of way for the line have been secured.

The collier Lelenaw cleared from Portland, Ore., on August 1 with 83,325 bushels of wheat for San Francisco and the liner Indrashama on the same date with 14,933 bushels of wheat and 50,787 barrels of flour for the Orient.

Agents of the Gulf and Atlantic steamship companies are reported to be contracting with elevator men in the wheat belt of Kansas and Oklahoma for the shipment of wheat direct to Liverpool via the Gulf and Atlantic Ocean.

The steamer Davidson of the Great Lakes and St. Lawrence River Navigation Co. was launched at the Detroit Shipbuilding Co.'s yards on August 6. The new boat will be used in the export grain trade between Duluth and Quebec.

The St. Louis Southwestern Railway has, it is reported, decided to extend its line from the terminus, 20 miles east of Lufkin, Texas, through San Augustine, Sabine, Jasper and Newton counties of that state, a distance of nearly 70 miles.

The Prescott Elevator and Barge Line of Prescott, Ont., which it was expected would divert considerable grain trade to that point, has been sold at a sacrifice. For a time Prescott handled a large volume of traffic, but not a cargo has gone there from the upper lakes this year.

Reports from Milwaukee state that grain is moving east slowly and that vessel owners say that cargos are scarce. The dullness of the Chicago market is considered partially responsible, together with the backward movement of corn, due to high prices and the inability to sell the grain abroad.

Canadian shipyards are busy at present repairing and overhauling vessels of British registry that are to be used in the grain carrying trade from Lake Superior to Canadian lower lake ports. Preparations are being made for an unusually large business, particularly in the forwarding of wheat.

A car famine is reported in the Southwest, especially in Texas, and the grain men are unable to obtain sufficient cars to handle the new crop. The Rock Island and the Fort Worth & Denver roads are both said to be short on cars and engines to haul the crop of wheat being threshed in Texas, Oklahoma and Indian Territory. The Texas crop is estimated at 25,000,000 bushels.

The Canadian government has chartered the Newfoundland sealing steamer Neptune to convey a scientific expedition to Hudson Bay. The expedition will winter at Chesterfield inlet. Its object is to determine the availability of the region for a Canadian grain route. The party is composed of Canadians and Captain Samuel Bartlett, for several years navigator of the Peary steamers, is in command of the ship.

Railways penetrating the Canadian border country look for a large volume of grain traffic in bond into Duluth within a few weeks. It is expected that the shipments to the Minnesota forwarding point will be heavier than in any former year. The Canadian crop on the whole will be very heavy and it is said that the lines over there will be unable to handle it all and that the surplus will come to Minnesota shipping points for export to Liverpool.

The Canadian Transit Co. has been chartered in Ontario with a capital stock of \$1,000,000 to carry grain from the Upper Lakes to Montreal. The company proposes to construct five steamers and nine large steel barges to be used exclusively in the transshipment of grain. Charles B. R. Carpenter of London, England, and Robert Bickerdike and R. Lemieux of Montreal, Que., are financing the enterprise. The head offices will be located at Ottawa, Ont.

The Canada Atlantic Transit Co. has added another large boat to its fleet plying on the great lakes between Chicago, Duluth and Depot Harbour. The last boat chartered is the Chili, which left Chicago July 12 with a cargo of 150,000 bushels of wheat. This increases the fleet to five boats, with a carrying capacity of about 1,000,000 bushels of wheat every ten days. So far this season between

Chicago, Duluth and Depot Harbour the Canada Transit Co. has handled over 5,000,000 bushels of wheat.

A press report from Portland, Me., states that the fear that was entertained in that city for some time that a construction of the proposed "all-Canadian" route of the Grand Trunk might seriously injure Portland's interests as a shipping port, has been completely dispelled. It is now conceded that Portland's participation in the benefits to be accrued by a passage of Sir Wilfrid Laurier's bill, recently introduced in the Canadian House of Commons, will be largely shared in by Portland as an eastern shipping port of Canadian grain.

During the year ending with June, 1903, 463 ships of 572,873 registered tons arrived at Fort William, Ont., and the receipts of grain for the same period were 30,075,156 bushels, with shipments of 29,018,667 bushels. About the same number of boats arrived at Port Arthur, Ont., but the tonnage was much less. The receipts at the later port for the same period were 10,323,740 bushels of grain and the shipments 9,849,717 bushels. The Canadian government is now engaged in dredging the harbor at Fort William to deepen it to 22 feet in the clear.

The grain interests at Minneapolis are much stirred up over the reported new grain rate from the Missouri river territory to Minneapolis. The railroads, it is alleged, propose to advance the rate to Minneapolis 3 cents and the grain dealers of that city claim that the business of the trans-Missouri territory will be diverted to Chicago. Nebraska grain shippers contend that the giving of the Chicago rate to Minneapolis, instead of the Mississippi river rate, will force them to sell either to Kansas City or Chicago. The railroads, it is alleged, favor Chicago because they get a return haul on all cars sent into that city. A vigorous protest is being made by the dealers.

Thomas Harling, general manager of the Canadian Lake and Ocean Steamship Co., recently announced that with the additions made to their fleets the Canadian companies can now handle 60,000,000 bushels of grain from the west in a shipping season of thirty weeks. He points out that the withdrawal of tolls on Canadian canals has resulted in the Canadian water route becoming much more popular. Since the opening of navigation to June 20 the records of the Montreal Board of Trade show 7,536,877 bushels of grain have been shipped from that port against 5,180,000 bushels during the same period last year. Shipments are now being made over the all-water route from Fort William to Montreal at 4½ cents a bushel, compared with 5½ cents from Fort William to Buffalo.

HAY AND STRAW

Storkwell & Meeker are putting up a 100-ton hay warehouse at Charlotte, Mich.

The hay crop in the vicinity of Mora, Minn., is said to have been unusually good.

A head of timothy hay 11½ inches in length was recently exhibited at Armour, S. D.

The Michigan hay crop has all been harvested and the yield is somewhat larger than was anticipated.

H. E. Griffith & Co. of Montpelier, Ohio, will build a hay warehouse at that point and also at Charlotte, Mich.

A press report from West Liberty, Iowa, states that the crop of timothy and clover hay in that vicinity is the largest in years.

Alfalfa and prairie hay are both selling at \$9 per ton at Topeka, Kans. Timothy is a little higher and clover a little lower than alfalfa.

President Dexter of the National Hay Association recently returned from a cruise on his yacht, he having secured a much needed rest.

Hew & Ross have recently completed a new hay barn on the Santa Fe right of way at Burlington, Kans. It has a capacity of 800 tons of baled hay.

W. A. Johnstone of Pomona, Cal., and Charles Kreiter of San Dimas, Cal., have formed a partnership and will build a large hay and feed store at the later place.

The first crop of alfalfa in the vicinity of Big Timber, Mont., is reported to have been considerably discolored by the heavy rains which fell during the haying season.

The hay harvest in the territory surrounding Cedar Falls, Iowa, was one of the best in years and many fields are reported to have yielded as high as three tons per acre.

Timothy and clover hay in the vicinity of La Crosse, Wis., are both said to have been an extraordinary good crop. In many places the yield was as high as 2½ tons per acre. It is probable that large quantities of hay from western Wisconsin

and eastern Iowa will be shipped to the East, where the crop was much shorter than usual.

J. A. Miller recently sold his hay warehouse at Palouse, Wash., to Frank Freese & Son of Snohomish, Wash., for \$2,500. Mr. Miller still retains his grain warehouses at Palouse.

Great difficulty was experienced by the ranch owners of Wyoming to secure help to harvest the hay crop in that state. The wages offered were much larger than was ordinarily paid.

A. H. Harriman of Bridgton, Me., and his son, L. A. Harriman of Chelsea, Mass., have engaged in the hay and grain business at the latter place under the firm name of A. H. Harriman & Son.

At a recent meeting of the board of directors of the Baltimore Chamber of Commerce, John A. Loane and John M. Frisch were elected as the hay and straw committee for a term of three years.

The hay crop in northern Wisconsin, especially in the Superior region, is reported to be very large. While hay at the head of the lakes is high, thousands of tons will go to waste on wild lands.

Meyer Bros.' Hay & Grain Co. has been incorporated at St. Louis, Mo., by Conrad H., Minnie H. and George C. Meyer. The capital stock is \$7,500.

At the recent bidding for the hay supply for the year at Fort Assiniboine, Mont., the contractors offered hay at prices ranging from \$11.27 per ton for 125 tons to \$15.70 per ton for a lot of 350 tons.

The contract for supplying thirty tons of forage for Fort Lawton, Wash., was awarded recently to W. W. Robinson and the Spokane Grain Co., both of Seattle, Wash. The price on straw was \$7.90 per ton.

George Wilson and W. S. McCoy have purchased the wholesale hay and grain business at Terre Haute, Ind., formerly controlled by J. W. Murray. Mr. Murray has returned to his former home at Philadelphia, Pa.

S. S. Daish & Sons of Washington, D. C., have completed a brick hay warehouse of 500 tons capacity to take the place of the warehouse burned recently. It is reported that this firm will also build a 1,000,000-bushel grain elevator.

The Massachusetts hay crop turned out much better than was at one time thought possible. The rains of the latter part of June aided materially in putting the growing hay in better condition and the yield was a fair crop except on very light land.

The Hay and Grain Teamsters' Union of Chicago recently demanded an increase of \$2 per week. The employers offered an advance of 50 cents per week, which was refused by the union. The matter has been referred to the Chicago Board of Arbitration.

The hay crop in the vicinity of Marshalltown, Iowa, is reported to be the largest in many years. The acreage is much larger than usual and the yield was more than ordinarily heavy per acre. The total crop is even said to be double that of last year.

J. & T. Adikes' hay and feed warehouse at Jamacia, L. I., was destroyed by fire at 4:15 o'clock p. m., July 14. The fire is thought to have been caused by a spark from a locomotive. The warehouse was a frame structure, 45x90 feet in dimensions and one story in height. The loss on the building is estimated at \$4,000, with insurance of \$2,500, and the loss on the stock at \$5,000, with insurance of \$4,500. The warehouse will be rebuilt at once.

Fire destroyed storage house No. 5 of the St. Louis Hay Storage Exchange at St. Louis, Mo., on July 26. The loss will aggregate about \$32,000. The fire is supposed to have been caused by a spark from a passing locomotive. Two thousand tons of hay, owned by various dealers and valued at about \$25,000, were stored in the warehouse. The storage house was a mere shell of a structure, designed chiefly to protect the hay from rain. It was one story high, about 250 feet in length by 80 feet in width, and was covered on the sides with sheet metal, the top being roofed with tar and gravel. The structure was valued at \$7,000. Ten box cars, the property of the Michigan Central, Frisco and Wabash railroads were also destroyed. Among the firms the loss will affect are: George J. Schulte Commission Co., V. C. Tice, Ballard & Messmore Commission Co., and the Melaly Commission Co. The loss was partially covered by insurance.

H. H. Freeman & Co., Chicago, in their market letter of August 11 say: The movement of hay is as yet very moderate. Receipts consist largely of Kansas and Southwestern prairie, some new Timothy, a little old Timothy, and straw of various kinds from the new crop. The crop of Timothy is mainly in stack and mow and will not be ready for free shipping for a week yet. What Timothy has arrived has been windrow hay, and inasmuch as same must be consumed quickly and cannot be stored or shipped, the demand for it has not been urgent. When cured hay arrives market will assume a better foundation and we look for slightly better prices, with a materially better market. The Kansas prairie received is selling well. This

hay on the St. Paul and Northwestern railroads sells to best advantage and shippers will do well always to route via these lines. On the Santa Fe and many other tracks there is little demand for hay and fewer switching terminals, all of which operates against the advantageous disposal of it. The Chicago market is much higher than Kansas City prices and as a blockade is in effect on hay to Kansas City this market will receive larger quantities, which may weaken prices somewhat. Do not hold your hay back, however, for the crop is large; present prices are good, and outlook is favorable. Be careful with straw and see that it is long, clean and free from chaff. Keep the press open at the bottom and let the chaff go through. Short, broken up straw is not wanted.

The Montreal Bulletin of August 7 sizes up the recent hay situation in that province as follows: "A great scarcity of hay in the New England states some time ago caused prices to advance considerably and American buyers were scouring the country hereabout and all over the Province for all the hay they could buy at high values. The result has been that over 100 barge loads of Canadian hay arrived at about the same time in New York, as well as a considerable quantity by rail. This helped to glut the New York market, and No. 2 Canadian hay, which sold as high as \$23 and \$24 per ton, dropped to \$17 and \$18. Consequently drafts made by country dealers in this province upon New York and other houses in the eastern states were not honored, but returned to the banks that advanced the money on them. This action created a great deal of excitement among certain country bankers, and it is said that a couple of Montreal bankers took their departure hurriedly to look after some drafts that had been dishonored through the big drop in the price of hay on the other side of the border. When anything of the kind happens in the hay trade of this province it is not a small matter. Some dealers, of course, were in a position to make good their advances from the banks; but other were not, and this caused all the excitement amongst the country bankers and one or two financiers here. The future of the hay trade is still somewhat hazy, as Great Britain undoubtedly has a big crop, although a considerable portion of it is said to be of indifferent quality. On this continent the eastern states have a short crop, and that of Canada will be light, although on the whole much better than was at one time expected. It is not thought that prices will go much lower for the best qualities of hay. The weather during the next week or two will have a great influence on the market, as it will then be known in what condition the crop is harvested."

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay on the Chicago market during the past four weeks, according to the Daily Produce Bulletin, were as follows:

During the week ending July 18 the receipts were 4,530 tons, against 7,589 tons for the previous week. Shipments for the week were 1,351 tons, against 1,585 tons for the previous week. Quotations at the close ranged as follows: Choice Timothy, \$14.00 @15.00; No. 1 Timothy, \$13.00 @13.50; No. 2 Timothy, \$11.00 @12.00; No. 3 Timothy, \$9.00 @11.00. Choice Prairie, \$12.50 @13.00; No. 1 Prairie, \$11.50 @12.00; No. 2 Prairie, \$9.00 @11.00; No. 3 Prairie, \$8.00 @8.50; No. 4 Prairie, \$6.50 @7.00. Inside prices on Prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.50 @14.50 for poor to choice Timothy, \$7.00 @8.00 for Clover hay, \$8.50 for Clover mixed, \$6.00 @8.00 for State Prairie, and \$9.00 @13.00 for Iowa and Kansas Prairie. Rye straw sold at \$5.00 @9.00, wheat straw at \$6.50 and oat straw at \$5.50 @6.00.

During the week ending July 25 the receipts were 4,450 tons, against 4,530 tons for the previous week. Shipments for the week were 2,589 tons, against 1,351 tons for the previous week. Quotations at the close ranged as follows: Choice Timothy, \$14.00 @15.00; No. 1 Timothy, \$13.00 @13.50; No. 2 Timothy, \$11.00 @12.00; No. 3 Timothy, \$9.00 @11.00. Choice Prairie, \$12.50 @13.00; No. 1 Prairie, \$11.50 @12.00; No. 2 Prairie, \$9.00 @11.00; No. 3 Prairie, \$8.00 @8.50; No. 4 Prairie, \$6.50 @7.00. Inside prices for Prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$8.00 @15.50 for fair to fancy Timothy, \$6.50 @8.00 for state, and \$9.00 @13.00 for Kansas, Nebraska, Iowa and Arkansas Prairie hay. Rye straw sold at \$7.00 @8.50 and wheat straw at \$6.00.

During the week ending August 1 the receipts were 3,808 tons, against 4,450 tons for the previous week. Shipments for the week were 1,350 tons, against 2,589 tons for the previous week. Quotations at the close ranged as follows: Choice Timothy, \$14.00 @15.00; No. 1 Timothy, \$13.00 @13.50; No. 2 Timothy, \$11.00 @12.00; No. 3 Timothy, \$9.00 @11.00. Choice Prairie, \$12.00 @12.50; No. 1 Prairie, \$11.50 @12.00; No. 2 Prairie, \$9.00 @11.00; No. 3 Prairie, \$8.00 @8.50; No. 4 Prairie, \$6.50 @7.00. Inside prices of Prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.00 @15.00 for poor to fancy Timothy, \$6.50 @9.50 for state, and \$9.00 @13.50 for fair to choice Kansas

Prairie hay. Rye straw sold at \$7.00@8.00, and oat straw at \$5.75@6.00.

During the week ending August 8, the receipts were 3,553 tons, against 3,808 tons for the previous week. Shipments for the week were 491 tons, against 1,350 tons for the previous week. Quotations at the close ranged as follows: Choice Timothy, \$14.00@15.00; No. 1 Timothy, \$13.00@13.50; No. 2 Timothy, \$11.00@12.00; No. 3 Timothy, \$6.00@10.00. Choice Prairie, \$12.00@12.50; No. 1 Prairie, \$10.50@11.00; No. 2 Prairie, \$9.00@10.00; No. 3 Prairie, \$8.00@8.50; No. 4 Prairie, \$6.50@7.00. Inside prices on Prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranging at \$5.00@14.00 for poor to choice Timothy, \$5.00@8.50 for state, and \$10.00@12.50 for Kansas Prairie hay. Rye straw sold at \$7.00@8.00.

CROP REPORTS

Samples of new oats from Iowa and Illinois show up poorly.

Reports from California indicate that barley and oats are good crops in most sections.

The Texas corn crop is made and the state has never had a better crop, according to a representative paper of that state.

Reports from secretaries of the agricultural societies in several counties in Michigan state that corn is progressing favorably.

The hay harvest in New England is turning out much heavier than was expected. Corn, though making good growth, is still two weeks late.

Charles Heath, manager of one of the Great Western Cereal Co.'s oatmeal mills, anticipates that the oats crop of Iowa will be close to a normal yield.

Oats in Pennsylvania are developing rapidly and promise satisfactory returns, although complaints of rust are numerous. Wheat returns range from fair to good.

C. V. Topping, secretary of the Oklahoma Millers' Association places the wheat yield of the state at 50,000,000 bushels. Weather conditions have not been beneficial to corn.

Reports to the Washington state grain inspector's office show that the wheat yield is larger than was anticipated earlier in the season. As a rule the grain is of good quality.

George D. Rogers, secretary of the Minneapolis Chamber of Commerce, estimates the Minnesota and North and South Dakota wheat crop of this year at about 200,000,000 bushels.

The latest weather bureau report on Arkansas crops says early corn is practically made, but late corn is suffering from want of moisture. Harvesting of oats and wheat is well advanced. Yields are light, but quality is fairly good.

John W. Bookwalter of Ohio, after a trip through the corn belt, is quoted as saying that almost without exception he found the corn in a most unsatisfactory condition and that wheat and oats are falling much under previous expectations.

The August report for Missouri makes the corn condition 72, as compared with 74 last month. The probable yield is estimated at 182,000,000 bushels. The crop is very uneven. Replanted corn on over-flooded lands is generally doing finely.

Jones of the Commercial West places the total wheat crop of the United States at 645,000,000 bushels, against 670,000,000 last year and 748,000,000 two years ago. He makes Minnesota and the Dakotas 147,000,000 bushels, due partly to 800,000 reduction in area.

Broomhall's cable on European harvesters says: France generally satisfactory, some complaints; U. K. more unfavorable, former estimates reduced; Russia, returns generally favorable, quality poor in southeast; Germany, damage by recent bad weather, especially to rye; India, good rains will benefit native food stuffs; Roumania, corn promises well.

In South Dakota the oats harvest is well advanced and on the whole yields are expected to be good. Corn has done very well, considering the cool weather, and the early planted is earing well. The rains will be very beneficial. The crop is in healthy condition. Barley harvest is nearing completion, but there is increased report of discoloration of the berry by rains in the southeastern counties; as a rule, good yields are expected.

The report of J. R. C. Honeyman, deputy commissioner of agriculture, on the acreage and crop conditions in the Canadian northwest territories gives a recapitulation of the area under cultivation and the probable yield. There are 727,998 acres sown to wheat and the expected crop is placed at 15,042,000 bushels; oats, 365,719 acres, 11,803,000 bushels; barley, 42,445 acres, 1,116,300 bushels; flax, 27,599 acres, 234,500 bushels. The figures as to yields are not to be considered as official estimates, but are from the reports of corre-

spondents and are published for comparison with previous years' crops.

Damage to Kansas corn by hot winds is denied by railroad officials whose lines enter the state. There have been general rains and the crop is in good condition. Thrashing returns show that the wheat crop will not be much below 100,000,000 bushels. The state has an unusual acreage of oats.

In Nebraska oats are nearly all cut and some have been thrashed, according to the Burlington's returns. In the western part of the state the crop is large and above the average in quality. Conditions are favorable to corn. The report of Labor Commissioner Bush says that the corn crop has made wonderful progress in view of the handicap caused by late seeding.

The corn situation in Illinois has been improved by rains, according to the weather bureau report. It has made fair growth and some is tasseling and earing well, but the greater portion is very late and uneven and needs warm weather and sunshine. The oats harvest is practically over and the grain has been secured in good condition. Thrashing returns show that the quality is below the average.

The August report for Ohio says that oats are producing fairly well. Production is not very uniform over the state, owing to late seeding and in some sections the damage by rust. Corn is not as forward as it should be. Many fields are yet very small and will require the most favorable growing weather to make a crop. Corn that was planted in good season and has the proper cultivation is very promising. There are some reports of damage to corn by chinch bugs.

C. A. King & Co. of Toledo summarize the result of 4,413 crop letters as follows: "Kansas has the largest wheat crop any state ever raised. Missouri has only half as much as year ago. Ohio and Indiana about sixth less; Illinois about third less, while Michigan expects as much as a year ago. All but Michigan report present prospects below expectations of a month ago. Quality mostly excellent. Fully half of the farmers will sell freely early. Clover seed crop has good start."

The North Dakota report for the week ending August 5 says in part: Oats are ripening slowly; the crop is generally very poor; some of the early-sown has been cut. Barley and rye harvest is general; most of the crop has already been harvested. Flax is blossoming and in some places filling; the crop has been considerably improved by the recent rains. Corn made rapid progress during the hot weather and was greatly improved by the rains; it is now making a rapid growth; is generally silking out, and promises well.

The Minnesota crop report says that most of the barley crop is cut, and a good deal of it has been stacked; in the southeast the crop is a good one. Considerable rye and barley have been thrashed. Oat cutting is general in all parts of the state; as with wheat and barley the crop is uneven as to quality. Flax seems to have withstood the trying weather conditions in both the dry North and wet South very well, and where it was seeded in good time, and not drowned out the crop is good; a little flax has already been cut. Corn is being retarded somewhat by cool weather.

Snow says under date of August 9: "The corn crop continues to suffer from the vagaries of a most unfavorable corn season. Cool, dry and cold nights have checked growth, and where it should be rapidly pushing ahead it is actually making but little progress. The last ten days have been as little favorable to corn as any previous similar period in this most unsatisfactory season. As July wholly failed to make good June deficiencies, so August to date has failed to supply what was lacking in July, and the corn crop as a whole is to-day relatively as backward as it was six weeks ago."

The official weekly report issued on August 11 by the department of agriculture states that corn is making favorable progress in the central and western portions of the corn belt, but in the upper Ohio valley and in the Middle Atlantic states the outlook is less promising. While improvement has been general in the states of the Missouri and Upper Mississippi valley in the more northerly portions of these states the crop is in need of warmth. The oat harvest is nearly finished, except in New York, where it has just begun. Reports generally indicate that the yields are disappointing.

State Statistician Johnson estimates the wheat crop of Indiana at 60 per cent of the state yield last year. In regard to oats and corn he says: "The acreage in oats last year was 1,448,037. This year's acreage will be a little less. The yield last year was thirty-six bushels of oats to an acre. This year the yield will not run above 50 per cent of that. My reports show that in the most favorable oats sections the yield is not much above that figure, while in the south part of the state the average is not even that high. The oats production last year was 54,538,427 bushels. The corn acreage last year was 4,282,317 acres. The average yield was forty-two bushels to an acre or a total yield of 180,490,741 bushels. With normal weather conditions we might

expect this year's yield to be about 60 per cent of last year's, but there is very little time left now for corn to improve and the weather has been very unfavorable. The corn production will probably fall very far behind last year's."

According to the last crop bulletin of the Iowa weather bureau, grain and hay harvest is practically completed, except in portions of the northern section. All reports indicate a very heavy crop of hay, mostly secured in good condition. Thrashing wheat, oats and barley is in progress, with somewhat variable reports as to the yield. Generally, however, the output of spring wheat and oats is reported to be below the average in amount and weight of grain. The copious showers have been timely and beneficial to the corn crop, and as a whole it has made fairly good progress. It needs warmer weather in the future, and is now in condition to mature with but little additional moisture.

The monthly report of the chief of the bureau of statistics of the department of agriculture will show the condition of corn on August 1 to have been 78.7, as compared with 79.4 on July 1, 1903, 86.5 on August 1, 1902, 54 at the corresponding date in 1901, and a ten-year average of 84.4. The following table shows for each of the twenty principal corn states the condition on August 1 of the last three years, and that on July 1, 1903, with the ten-year averages:

States.	Aug. 1, 1903.	July 1, 1903.	Aug. 1, 1902.	Ten-year average.
Illinois	74	78	95	87
Iowa	72	74	93	86
Nebraska	75	75	101	79
Kansas	67	73	103	77
Missouri	71	74	100	87
Texas	95	88	38	74
Indiana	75	76	97	90
Georgia	88	85	76	89
Tennessee	85	86	78	87
Kentucky	79	82	86	87
Ohio	73	75	91	88
Alabama	96	92	53	84
North Carolina	83	82	87	91
Arkansas	80	77	91	81
Mississippi	92	94	55	79
Virginia	85	84	84	89
South Carolina	78	79	82	85
South Dakota	89	87	88	81
Oklahoma	71	85	90	66
Pennsylvania	80	84	92	89

United States 78.7 79.4 86.5 84.4

Preliminary returns indicate a winter wheat crop of about 410,000,000 bushels, or an average of 12.4 bushels per acre, as compared with 13.8 bushels last year. The average condition of spring wheat on August 1 was 77.1, as compared with 82.5 last month, 89.7 on August 1, 1902, 80.3 on August 1, 1901, and a ten-year average of 80.2. The average condition of the oat crop on August 1 was 79.5, as compared with 84.3 one month ago, 89.4 on August 1, 1902, 73.6 on August 1, 1901, and a ten-year average of 82.6. The following table shows for each of the ten principal oat states the condition on August 1 in each of the last three years, and that on July 1, 1903, with the ten-year averages:

States.	Aug. 1, 1903.	July 1, 1903.	Aug. 1, 1902.	Ten-year average.
Illinois	72	76	88	81
Iowa	73	88	85	84
Wisconsin	87	90	97	88
Minnesota	83	87	94	87
Nebraska	89	90	86	72
Indiana	73	73	96	86
New York	94	87	103	89
Pennsylvania	93	91	97	87
Ohio	84	84	96	89
Michigan	89	87	98	88

United States 79.5 84.3 89.4 82.6

The proportion of the oat crop of last year still in the hands of farmers is estimated at 7.4 per cent, as compared with 4.2 per cent of the crop of 1901 in farmers' hands one year ago, and 5.9 per cent of the crop of 1900 in farmers' hands two years ago, and an eight-year average of 7.4 per cent. The average condition of barley on August 1 was 83.4, against 86.8 one month ago, 90.2 on August 1, 1902, 86.9 at the corresponding date in 1901, and a ten-year average of 83.4. The average condition of spring rye on August 1 was 87.2 as compared with 88.3 one month ago, 90.5 on August 1, 1902, 83.6 at the corresponding date in 1901, and a ten-year average of 85.3. The average condition of flax on August 1 was 80.3, as compared with 86.2 one month ago. Preliminary returns indicate an increase of 0.3 per cent in the hay acreage. The condition of timothy hay on August 1 was 92.2, as compared with 90.0 on August 1, 1902, 84.1 at the corresponding date in 1901, and a nine-year average of 84.7. Reports as to the production of clover indicate that nearly a full crop will be harvested. In point of quality the crop of clover is well up to high medium grade.

Efforts are being made to have all the local grain dealers join the new Cincinnati Receivers and Shippers' Freight Bureau.

OBITUARY

John K. Speed, head of the wholesale grain firm of John K. Speed & Co. at Memphis, Tenn., is dead.

Nathan B. Gatchell, a prominent business man and grain dealer of Buffalo, N. Y., died at his home in Lancaster, N. Y., recently.

Michael McAuley, a former member of the Chicago Board of Trade, died recently, aged 73 years. Mr. McAuley came to this country from Ireland and had been a resident of Chicago since 1848. He is survived by his widow and two children.

Henry E. Hawk, a wholesale flour, feed and grain merchant of Easton, Pa., died at his home in that city recently. Mr. Hawk was formerly engaged in the milling business, but for the past twenty-five years has dealt in flour, feed and grain. The deceased was 53 years of age and is survived by his wife and four children.

Samuel D. Eldridge, formerly a prominent member of the Chicago Board of Trade, died July 19 at the Good Samaritan Hospital in Portland, Ore. Mr. Eldridge had been in ill health for some time and had gone to the Pacific coast to recuperate. The deceased was a brother of George C. Eldridge, of the Chicago Board of Trade.

B. G. Fisher, a member of the Chicago Board of Trade, died at the Englewood Union Hospital July 6. Mr. Fisher was leaving his home at Englewood, Ill., in the morning and was stricken with an epileptic fit, falling to the sidewalk and fracturing his skull. He died shortly after reaching the hospital. The deceased leaves a family.

E. Lawson, of the grain firm of Lawson & Gramlich, at Kenton, Ohio, died recently at his home in that city after a lingering illness. Mr. Lawton was born at Lancaster, Pa., in 1830 and came with his parents to Monow county, Ohio, when a boy. He lived on his father's farm until he became of age. He later engaged in the grain business at Kenton.

Charles H. Watts, for many years superintendent of the plant of the Brooklyn Grain Elevator & Milling Co. at Brooklyn, N. Y., died at his residence in that city July 19 of heart failure. The deceased was born in Dover, England, in 1854, and had resided in Brooklyn for the past thirty years. He is survived by his wife, five sons and three daughters.

Thomas H. Stevens, who had been a member of the Chicago Board of Trade for the past twenty years and an extensive exporter of provisions for the London market, died at his residence, 2984 Kenmore avenue, Chicago, July 14. Mr. Stevens was born in England 73 years ago, and came to Chicago in 1882. He is survived by his wife, two sons and two daughters.

William G. Roberts, one of the best known grain men in Tacoma, Wash., and manager for Kerr, Gifford & Co., of that city, was drowned while cruising off Anderson Island with a Minnesota friend, L. W. Allen. Their sail boat became becalmed and while attempting to tow it ashore with a row boat, the smaller craft overturned and Mr. Roberts was drowned. He is survived by his wife and three small children.

Libbeus W. Ingham, formerly a grain dealer at Eyota, Minn., died recently at his home at Dover, Minn., aged 64 years. Death was caused by apoplexy and occurred after an illness of but six hours. The deceased was born in Maine and went to Eyota in 1876, engaging in the grain business. He later purchased the bank at Dover, continuing at that business up to the time of his death. He is survived by his wife, one brother and one sister.

R. E. Talpey, for many years a well-known grain dealer at Kansas City, Mo., died at his home in that city July 11. The deceased, who was 61 years of age, was born in Logan, Ohio. His death was caused by a stroke of paralysis. Mr. Talpey was an officer in the United States army during the civil war. In 1868 he incorporated the firm of Talpey Bros. & Co. at Kansas City and engaged in the grain business. Mr. Talpey was a prominent member of the Kansas City Board of Trade and was at one time its president. He retired from business several years ago on account of ill health. Three sons and two daughters survive him.

George W. Adams died suddenly at his home at Weeping Water, Nebr., July 30, aged 66 years. Mr. Adams had been in ill health for the past two years. The deceased was born in Crawford County, Pennsylvania, and removed to Cedar County, Iowa, in 1857, where he was united in marriage to Miss Sabra Gerard in 1858. In the spring of 1859 he removed to Cass County, Nebraska, and pre-empted 160 acres of land near the town of Weeping Water. He resided on his farm until 1884 when he removed to Weeping Water, and in partnership with Cyrus Gilbert engaged in the grain business. This partnership continued until 1898, when Mr. Adams retired from active business. He served one term

as mayor of Weeping Water and was president of the City National Bank from the time of its organization in 1900 until his death. He is survived by two sons, his wife and three other children having preceded him to the Great Beyond.

George Henry Wolcott, inspector of grain and head of the wheat department of the Boston Chamber of Commerce, died at the Emergency Hospital in that city July 31. Mr. Wolcott was stricken with heart failure while attending to his duties on the floor of the chamber and died after being removed to the hospital. The deceased had been a member of the Boston Chamber of Commerce for many years and was appointed inspector about two years ago.

George T. Elliott, for many years a prominent miller and grain merchant at Sterling, Ill., died at a hospital in New York City July 24. Mr. Elliott had been in ill health for some time and had returned from a trip abroad, about a week before his death, where he had gone with the hope of benefiting his failing health. The deceased was born at Ames, N. Y., in 1827. When he had completed his education he entered his father's mill at Springfield, N. Y., where he learned the miller's trade, re-

LATE PATENTS

Issued on July 14, 1903.

Portable Grain Dump and Elevator.—Ernst Schroeder and Henry T. Schroeder, Minier, Ill. Filed Jan. 9, 1903. No. 733,430. See cut.

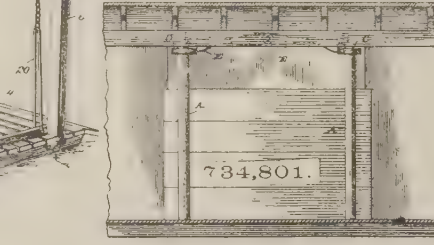
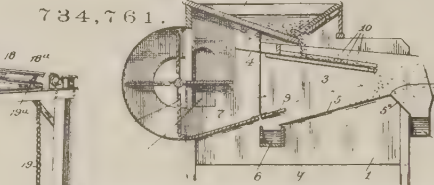
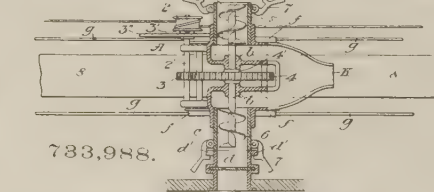
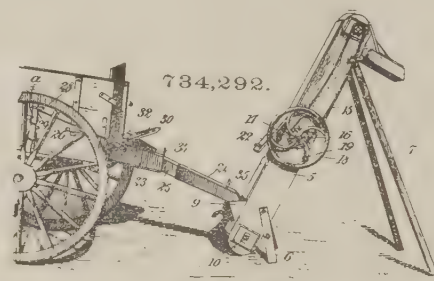
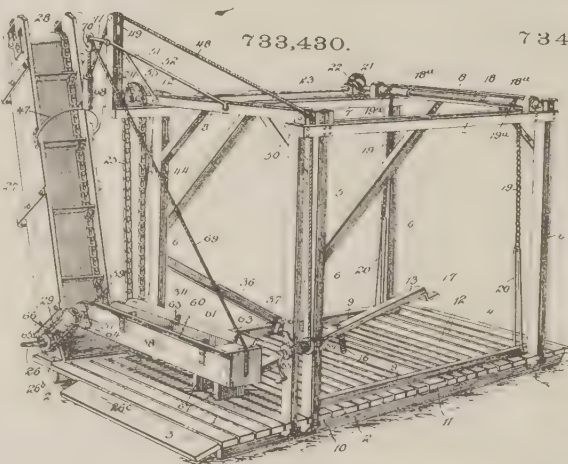
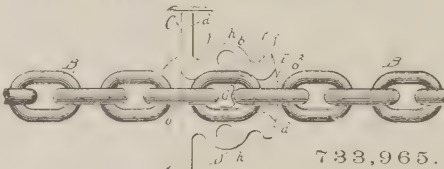
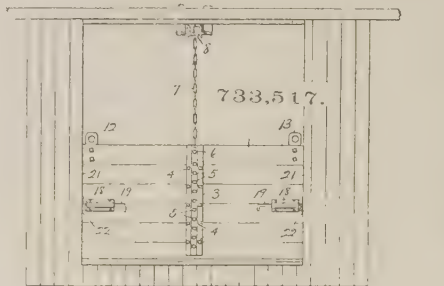
Inside Grain Door.—Andrew S. Swenson, Leavenworth, Kans. Filed June 30, 1902. No. 733,517. See cut.

Grain Elevator.—Charles F. Dueringer, Guthrie, Ill. Filed Nov. 1, 1902. No. 733,824.

Issued on July 21, 1903.

Conveyor.—George C. Horst, Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed Nov. 17, 1902. No. 733,965. See cut.

Feeding Device for Conveyors.—Carl Mittag, St. George, N. Y. Filed Dec. 31, 1902. No. 733,988. See cut.



maining there until 1851. He had married in the meantime and after leaving his father's mill he removed to Syracuse, N. Y., where for two years he held the position of general superintendent of Col. H. P. Adams & Co.'s mills. In 1853 he came to Chicago with Colonel Adams, who had contracted to build the Chicago & Northwestern Railway from Dixon to Fulton, Ill. He spent the winter at Muscatine, Iowa, superintending the railroad interests of his employer. Colonel Adams having failed, Mr. Elliott returned to Chicago in 1854 and opened the first wholesale flour house in this city. He built up a large flour trade and also operated a hydraulic mill at the foot of Lake street for a year and a half. In 1856 he sold his interests in Chicago and removed to Davenport, Iowa, where he engaged in the flour business until the breaking out of the Civil War, when he returned to Chicago. He was interested in the flour commission business at Chicago from May, 1861, to May, 1871, being a member of the Chicago Board of Trade, with which he had previously been connected from 1854 to 1856. Mr. Elliott also dealt quite extensively in grain. He removed to Sterling, Ill., in 1871, where he was engaged in the grain and milling business, operating the old Commercial Mill for twenty-five years until its purchase by another concern. After selling the mill Mr. Elliott purchased a 25,000-bushel elevator and thereafter devoted his entire attention to the grain business. His first wife died in 1873, leaving four children. He again married in 1879, and to this union were born two daughters. His widow, three sons and three daughters survive him.

Grain Loader.—David Barnes, Axtell, Kans. Filed Jan. 22, 1903. No. 734,292. See cut.

Issued on July 28, 1903.

Grain Separator and Grader.—Benjamin F. Smith, Thurston, Ohio, assignor of one-half to William G. Smith, Columbus, Ohio. Filed June 3, 1901. No. 734,761. See cut.

Device for Fastening Grain Doors in Cars.—Fayette H. Bennett, Topeka, Kans. Filed July 26, 1902. No. 734,801. See cut.

Issued on August 4, 1903.

Conveyor Apparatus.—Thomas Robins, Jr., New York, N. Y. Filed May 1, 1902. No. 735,301.

Car Door.—Frank L. Monson, Christine, N. D. Filed Nov. 15, 1902. No. 735,556.

Portable Conveyor.—William L. McCabe, Seattle, Wash. Filed April 2, 1902. No. 735,564.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, says that the state would have harvested its wheat crop without outside help. Many persons, lured to Kansas by the promise of high wages in the harvest field, are stranded in the state.

The Duluth Commercial Record estimates the probable outrun of the 1903 flax crop, based on July conditions, at 3,339,000 acres, with a total yield of 29,209,000 bushels. The states figured in the estimate are Kansas, Missouri, Oklahoma, Nebraska, Wisconsin, Iowa, Minnesota, South Dakota, North Dakota and the Pacific slope.

FLAXSEED

A new flax fiber mill is being erected at Finley, N. D.

The flax mill at Buxton, N. D., is running full time and employs about a dozen men.

Crop reports from Traill County, N. D., state that the flax crop is uniformly good in that section of the state.

The flaxseed crop of British India this year is estimated at 15,503,000 bushels, against 10,972,000 bushels last year.

The flax crop in the Red River Valley of Minnesota is reported to be in excellent condition, with promise of a large yield. The acreage is larger than usual.

The stock of flaxseed at Duluth on August 1 was 2,067,271 bushels as compared with 2,197,738 bushels the previous week. The stock last year was 90,708 bushels.

The flax movement, for the crop year just closed, to Minneapolis and Duluth shows a total of 29,324,000 bushels, as compared with 21,722,000 for the previous year.

The first new flaxseed was received in Chicago on August 4, and was of good color, plump and clean. It came from Kansas and graded No. 1, but did not come on the market for sale.

The flax working plant at Salem, Ore., is said to be unable to secure white labor to gather the fiber as the work is of such a nature that it requires constant stooping, and the owners are compelled to hire Japanese for the work.

The Duluth Commercial Record states that late flax seems to be making very favorable progress, but probably will not be ready for harvesting much earlier than Sept. 15, and is liable to more or less damage from September frosts.

Flaxseed aggregating 40,312 bushels, valued at \$54,317, was exported during June, as compared with 20 bushels, valued at \$42, for the preceding June. The total exports of flaxseed for the twelve months ending with June were 4,128,130 bushels, valued at \$5,698,492, as compared with 3,874,033 bushels, valued at \$6,031,887, for the twelve months ending with the preceding June.

Imports of flaxseed for the month of June aggregated 4,271 bushels, valued at \$6,228, as compared with 180 bushels, valued at \$274, for the preceding June. The total imports of flaxseed for the twelve months ending with June were 129,089 bushels, valued at \$194,024, as compared with 477,157 bushels, valued at \$724,082, for the corresponding period ending with the preceding June.

An officer of the American Linseed Co. is quoted as follows: "The period from January 1 to date (July 30) has been exceptionally prosperous for the Linseed Co. Our sales in that time have been larger than in any corresponding period since the formation of the company. It has been a particularly good paint year, and all the other users of linseed oil have been active. Prices have been steady on a basis that earned us a good profit. The seed crop outlook is satisfactory."

The flax fiber mill at Mayville, N. D., was entirely destroyed by fire on the afternoon of July 17. The loss is about \$60,000. Among the property destroyed was fifteen carloads of the finished product ready for shipment to Niagara Falls, and 3,800 tons of flax fiber which was being worked up. All the buildings were burned, as they were located too far from the water connections for the department to reach them with the hose. The mill was erected last spring and had only been in operation about six weeks. The fire is supposed to have been caused by a spark from the smokestack. The amount of insurance is not known. The plant will probably be rebuilt.

SALES OF HALL DISTRIBUTORS.

The Hall Distributor Co. of Omaha, Nebr., sold in July Distributors to the following parties: Weller Mfg. Co., Chicago, Ill., one 6"-8 duct Distributor; Fairbanks, Morse & Co., Chicago, Ill., two 6"-8 duct Distributors; P. H. Pelky, Winfield, Kansas, two 7"-12 duct Distributors; Walter M. Bail, Clark, S. D., one 6"-10 duct Distributor; Younglove & Boggess Co., Windom, Minn., one 6"-15 duct Distributor; Kramer Bros., Wellington, Kansas, two 7"-12 duct Distributors; G. K. McProud, South Haven, Kansas, two 6"-8 duct Distributors; Twist Bros., Pawnee, Ill., one 7"-10 duct Distributor; Trans-Mississippi Grain Co., Henderson, Nebr., one 6"-12 duct Distributor; The Wallace Co., Kinde, Mich., one 6"-15 duct Distributor; Holmquist Grain Co., Thurston, Nebr., one 6"-12 duct Distributor; A. M. Vandell, Atlanta, Nebr., one 7"-12 duct Distributor; L. Cortelyou, Muscotah, Kansas, one 6"-8 duct Distributor; Nye-Schneider-Fowler Co., Frost, Minn., one 6"-10 duct Distributor; Seward Cereal Mills,

Seward, Nebr., one 7"-8 duct Distributor; Wells-Hord Grain Co., Boolus, Nebr., one 7"-10 duct Distributor; Wells-Hord Grain Co., Rockville, Nebr., one 7"-10 duct Distributor; E. Mann, Calumet, Ia., one 7"-10 duct Distributor; Westbrook, Gibbon Grain Co., Callaway, Nebr., one 6"-12 duct Distributor; Updike Grain Co., Dwight, Nebr., one 6"-8 duct Distributor; Chase Grain & Supply Co., Chase, Kansas, one 6"-8 duct Distributor; Kearney Flour Mills, Kearney, Nebr., one 6"-8 duct Distributor; T. J. Winget & Son, Linden, Mich., one 6"-12 duct Distributor.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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Wanted—Feed barley and new No. 2 and No. 3 rye.

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Wanted, an assistant superintendent in a large grain elevator at Chicago. One familiar with oats and barley preferred. State experience and salary expected. References required. Good pay to the right party. Address

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The Fritz Grain Calculator shows at a glance, or with simplest calculation, the cost of any quantity of grain, such as oats, shelled corn, ear corn, barley, wheat, from 14 to 73 cents per bushel at statute weights. Also two tables for calculating cost of tons and fractional part of a ton at any given price per ton from \$2 to \$13 per ton. Price of Grain Calculator, \$3; of Coal and Hay Calculator, \$2. Address

S. B. FRITZ, Pocahontas, Iowa.

ELEVATOR MACHINERY AND SUPPLIES.

Persons building or remodeling grain elevators should write for our catalog of machinery and supplies, which describes the "Ohio" Sheller, Smith's Improved Chain Drag Feeder, Smith's Overhead Wagon Dump, Elevator Head and Self-Cleaning Boot, Marquis Ear Corn Feeder, Cast Iron Pulleys, Wood Pulleys, Sprocket Wheels, Hangers, Shafting, Belting, etc. I also manufacture Saw Dust, Tupper and Straight Bar furnace grates.

PHILIP SMITH, Sidney, O.

For Sale

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KANSAS ELEVATORS.

Elevators for sale in Kansas. Address

E. J. SMILEY, 37 Crawford Bldg., Topeka, Kans.

FOR SALE.

Feed Mill, No. 1 Willford and Northway, now running at Sterling, Kans., \$100.

BARNARD MACHINERY CO., Enterprise, Kans.

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One 1-groove and one 2-groove sheave wheels, 24 inches in diameter, for rope drive.

RELIANCE MILLING CO., Vassar, Mich.

ENGINE FOR SALE.

Gasoline engine for sale, 20-horsepower, good condition; reasonable price. Address

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For elevators and mills. The best is the cheapest, write to-day.

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Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

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Three Barnard & Leas Dustless Separators, 1882 pattern. Want to make room for large capacity separators. Address

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Extra set rolls for No. 1 Willford Feed Mill, \$25 on cars Nickerson, Kans. You cannot afford to shut down a day for the price.

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We have the following second-hand machinery for sale: One Iamos, actual 5 H. P., gasoline engine, new; one Otto, actual 4 H. P., one Otto, 3½ H. P., gasoline engines, second-hand; one Otto, 3 horse tread power; one Wolverine Feed Grinder; 100 feet of 3-ply rubber belting, 6-inch, slightly used. All cheap for cash. Address

ALLEN, 613 Delaware St., Kansas City, Mo.

EXECUTOR'S SALE.

Grain elevator and warehouse at Allegan, Mich. The E. T. Cruse Elevator and Warehouse will be sold at public sale, under license of the Probate Court, on the 24th day of August. The elevator has capacity for 25,000 bushels of grain, and is in good condition. It is connected by side-track with the L. S. & M. S., D., T. & M., and Pere Marquette railroads. The power consists of a twenty-horsepower Edison motor, 500 volts, complete with starting box, sliding base, frame and pulley.

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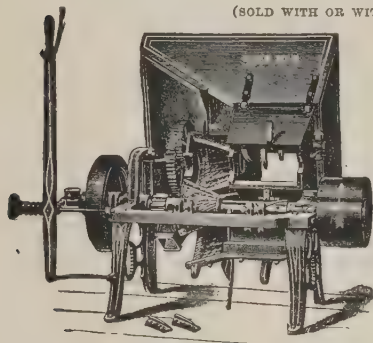
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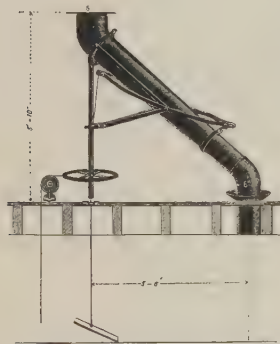


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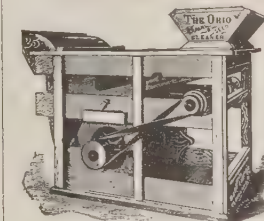
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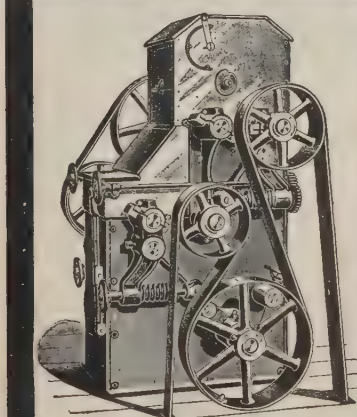


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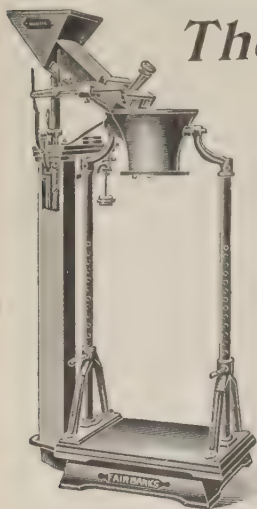
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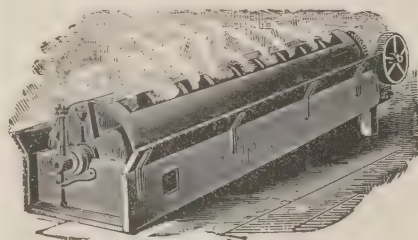
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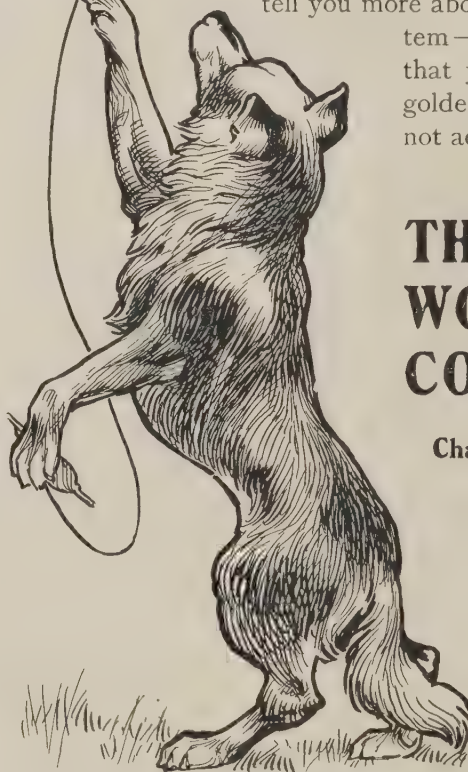
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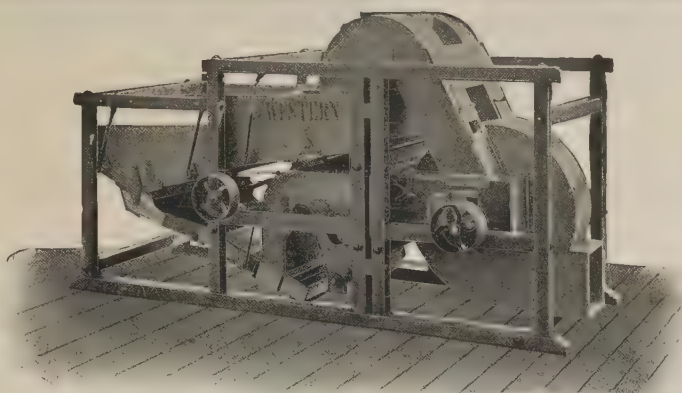
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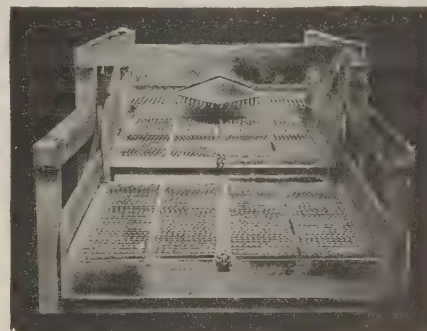
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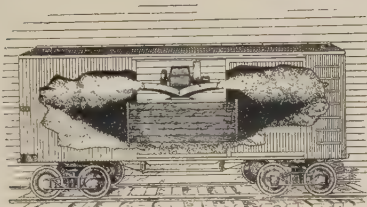
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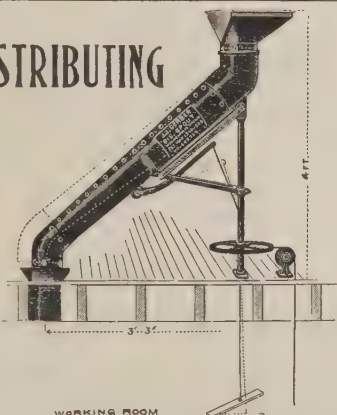
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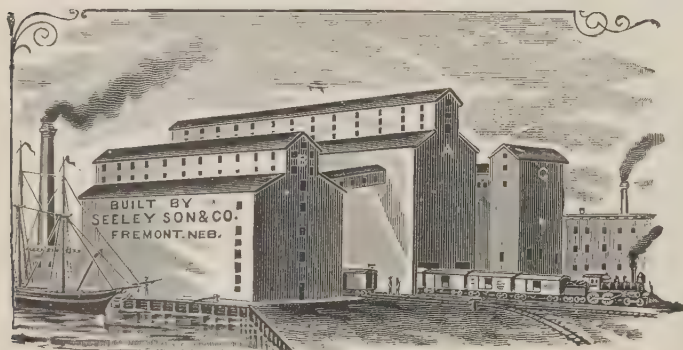
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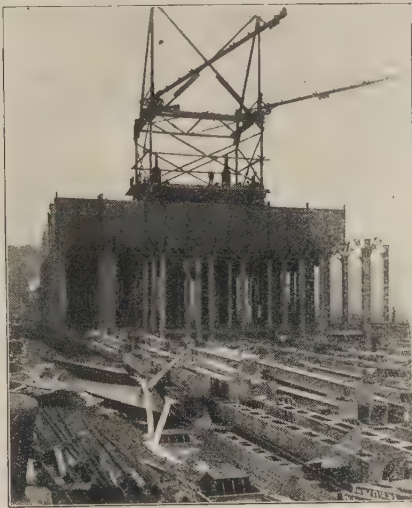
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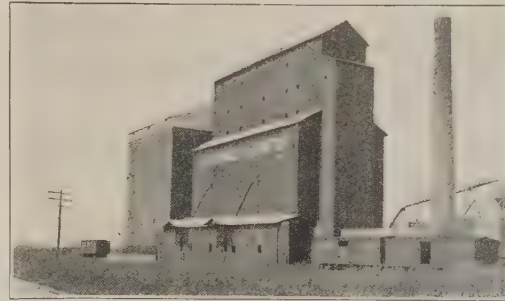
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Working house capacity 150,000 bushels.

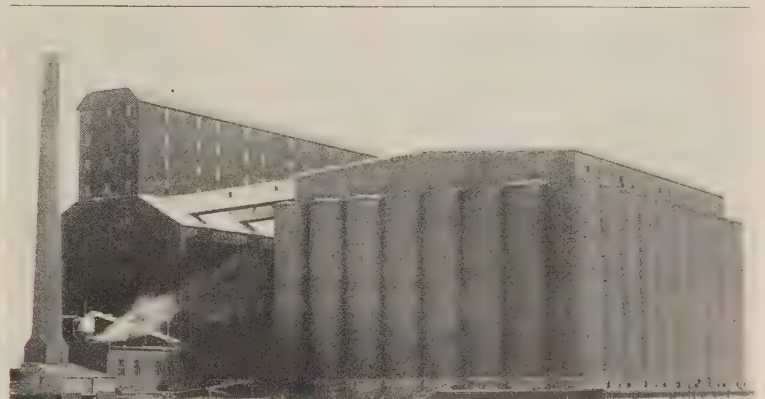
Nebraska City & Ill. Ele. Co., Chicago, 2,000,000
Bartlett, Frazier Co., Chicago, 1,000,000
H. Rogers Co., St. Louis, 500,000
F. H. Peavey & Co., Minneapolis, 1,000,000
S. S. Linton & Co., Minneapolis, 650,000
S. S. Linton & Co., Minneapolis, 450,000
Interstate Grain Co., Minneapolis, 500,000
City Elevator Co., Minneapolis, 400,000
Security Grain Co., Minneapolis, 400,000
Royal Milling Co., Great Falls, Mont., 100,000
Jennison Bros., Janesville, Minn., 100,000
Four hundred country elevators from 10,000 to 50,000.

The BARNETT & RECORD CO.

416 CORN EXCHANGE, MINNEAPOLIS, MINN.

General Contractors and Designers of Grain Elevators, Mill Buildings,
Docks and Warehouses.

We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porus and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control, patents Nos. 664323, 664324, 664325, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last four years under these patents:

Great Eastern Elevator, Minneapolis, 1,000,000 bus.	Northwestern Yeast Co., Chicago, 300,000 bus.
St. Anthony Elevator Co., 2,200,000 bus.	Canadian Ry. Co., Port Arthur, 2,250,000 bus.
North Star Malting Co., 500,000 bus.	David Stott Milling Co., Detroit, 200,000 bus.
Victoria Elevator Co., 250,000 bus.	Pabst Brewing Co., Milwaukee, 250,000 bus.
Frisco Ry. Elevator, Kansas City, 700,000 bus.	

We have under construction at the present time the following plants:

Schlitz Brewing Co., Milwaukee, 550,000 bus.	Texas City Imp. Co., Texas City, Tex., 500,000 bus.
Washburn-Crosby Milling Co., Buffalo, 300,000 bus.	Millbourne Mills Co., Philadelphia, 200,000 bus.

The following are a few of our largest wood constructed elevators:

Calumet Elevator, Chicago, 1,000,000 bus.	Maple Leaf Elevator, Kansas City, 1,000,000 bus.
Minnesota Annex, Chicago, 1,000,000 bus.	Burlington Elevator, St. Louis, 1,000,000 bus.
C. M. & St. P. Ry., Itasca, 1,125,000 bus.	Grand Trunk Elevator, Portland, Me., 1,000,000 bus.
Belt Line Elevator, Superior, 2,500,000 bus.	F. H. Peavey & Co., No. 1, 1,750,000 bus.
Superior Terminal, 2,500,000 bus.	Interstate Elevator, Minneapolis, 1,000,000 bus.
Pittsburg & Western Ry., Fairport, O., 1,000,000 bus.	Texas Pacific Ry. Co., Westwego, La., 1,000,000 bus.
United States Milling Co., Duluth, 1,000,000 bus.	Hoosac Tunnel, Charlestown, 1,000,000 bus.
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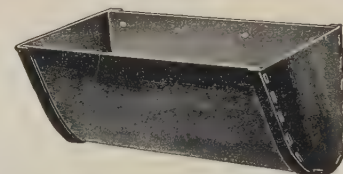
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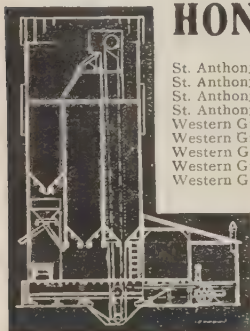
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Diamond Grain Co.	Enterprise, Ia.	20,000 bus.	McCall-Webster Elevator Co.	Forestville, S. D.	26,000 bus.
Diamond Grain Co.	Garden City, Ia.	26,000 bus.	Winnebago Flour Mill Co.	Winnebago City, Minn.	30,000 bus.
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Spencer Grain Co.	Greenway, N. D.	15,000 bus.	Echo Milling Co.	Echo, Minn.	30,000 bus.
Davenport Elevator Co.	Ward, S. D.	20,000 bus.	Anchor Grain Co.	Edmore, N. D.	40,000 bus.
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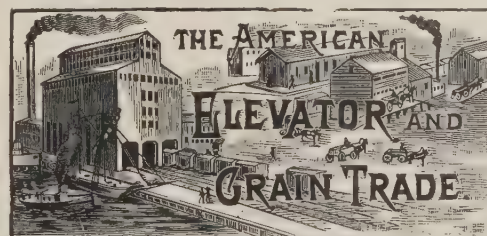
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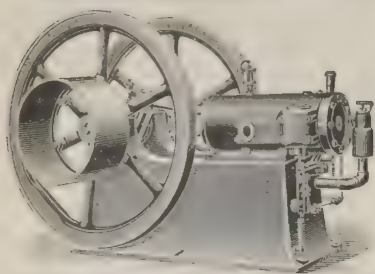
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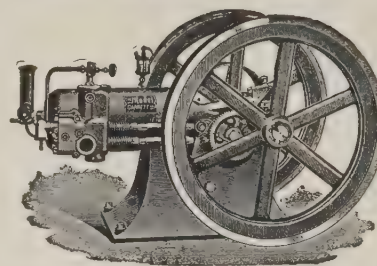
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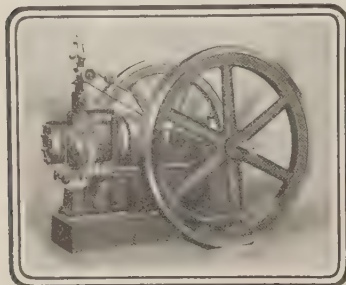
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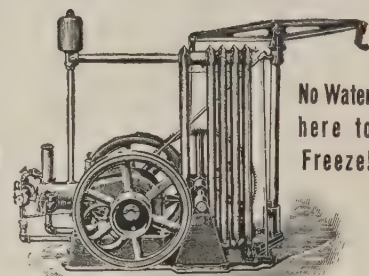
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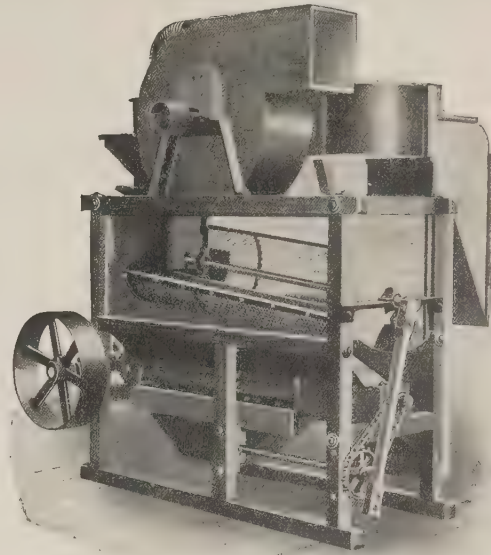
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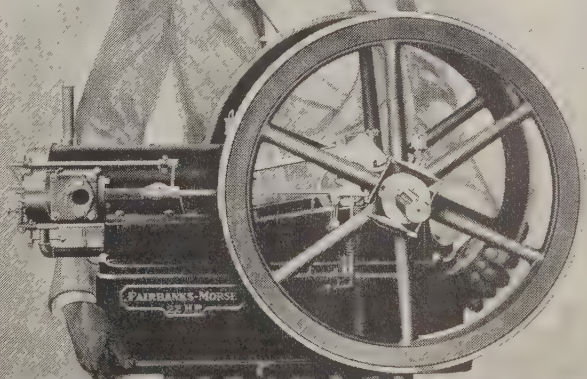
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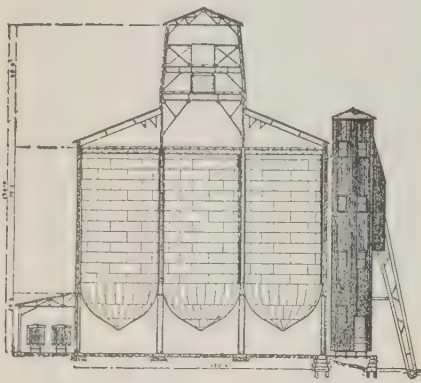
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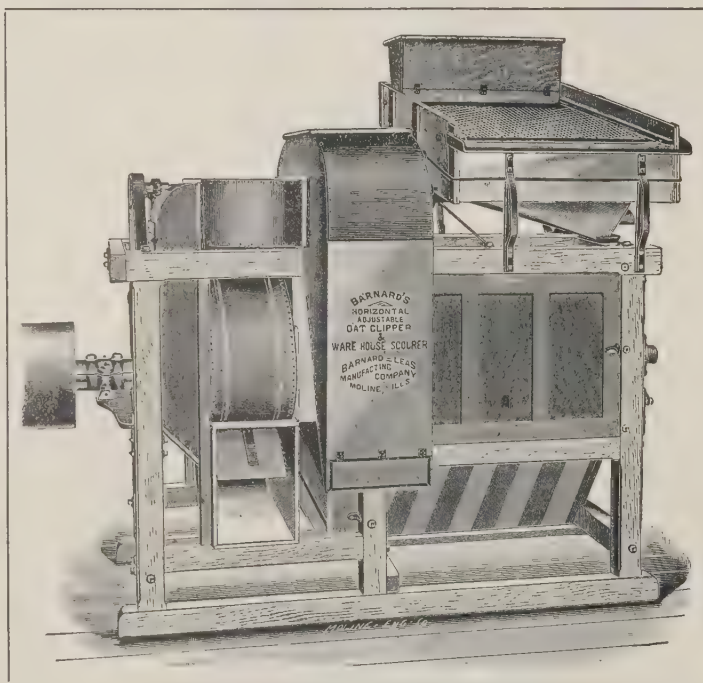
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Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
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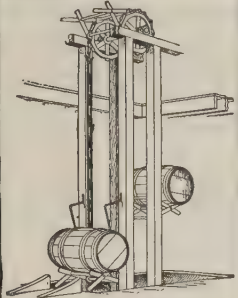


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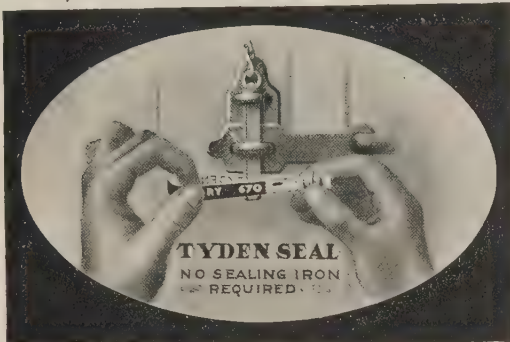
We shall certainly hope to have the pleasure of serving you, and assure you that your inquiries and orders shall have our most careful attention.

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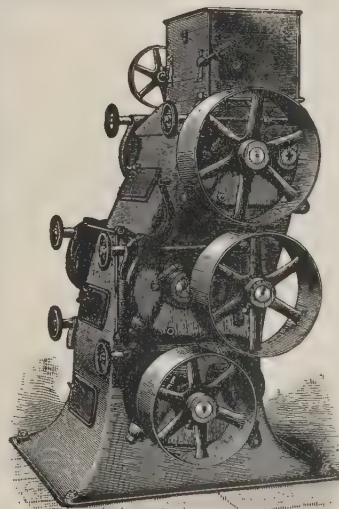
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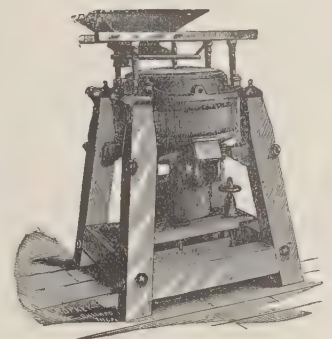
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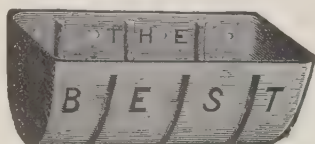
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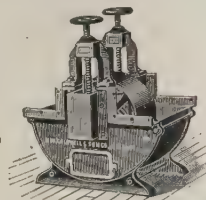
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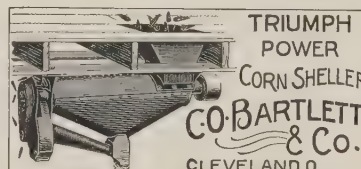
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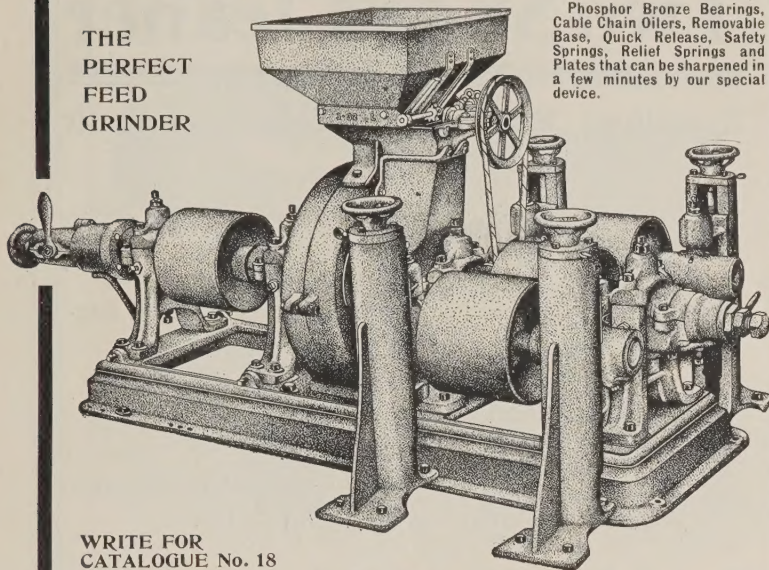
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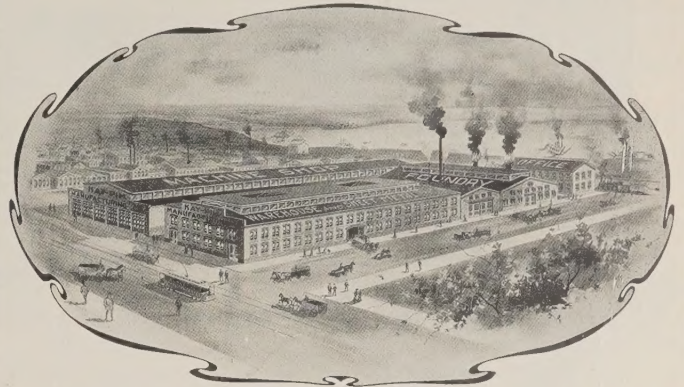
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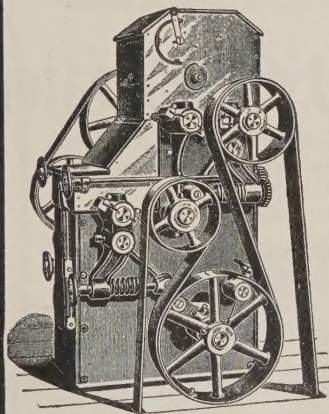
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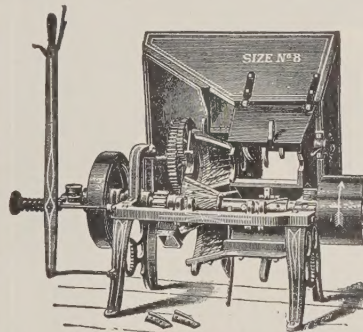
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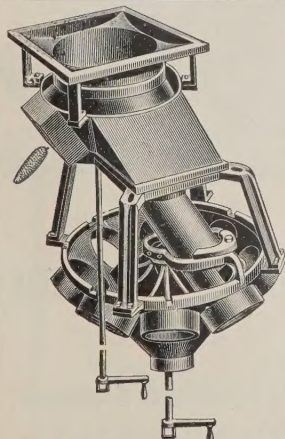
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Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

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Hall Signalling Grain Distributor.
Non-Mixing.

The Hall Signalling Distributor and Non-Chokable Boot

THEY ARE SO CONVENIENT

Just turn into the Boot all the grain you can get into it. Keep the gate wide open.

Set the Distributor by the dial, to the right bin.

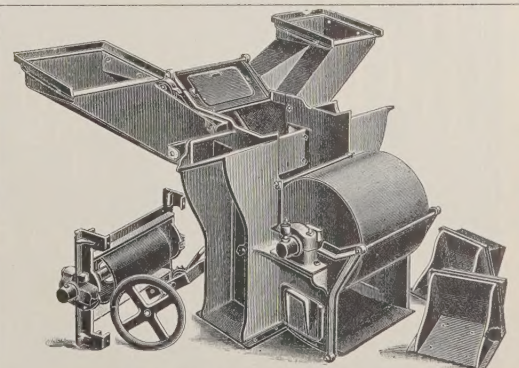
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Nothing to do in the pit or in the cupola. Stay right on the working floor and take a seat. Our system looks after everything better than you can.

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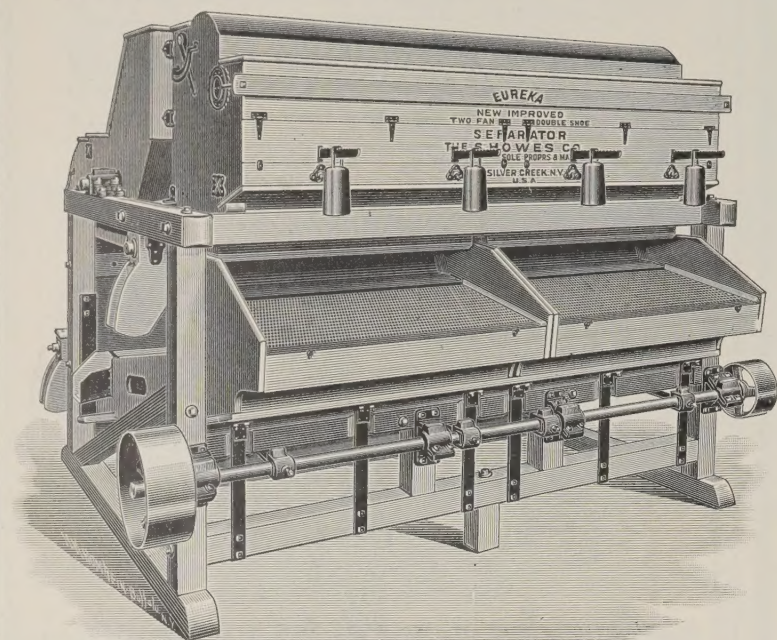
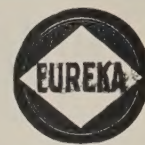
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Counterbalanced Two-Shoe Cleaner

Smoothest Running Machine Ever Built

Has two complete shoes running side by side, driven from the same shaft.

Has two perfect air separations, large sieve surface and great capacity.

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The "Eureka" Oat and Wheat Clipper and Cleaner clips thoroughly and economically.



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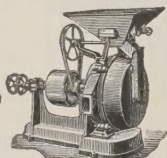


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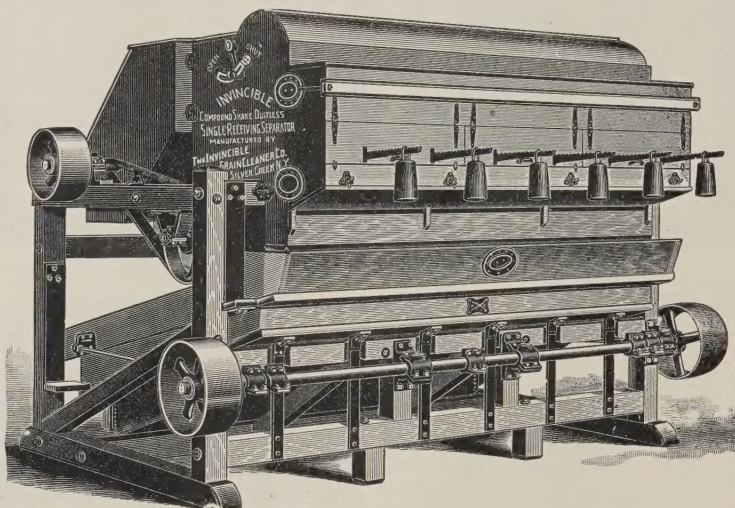
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Can be placed anywhere in the elevator.

They never shake the building but stand as steady as a rock.

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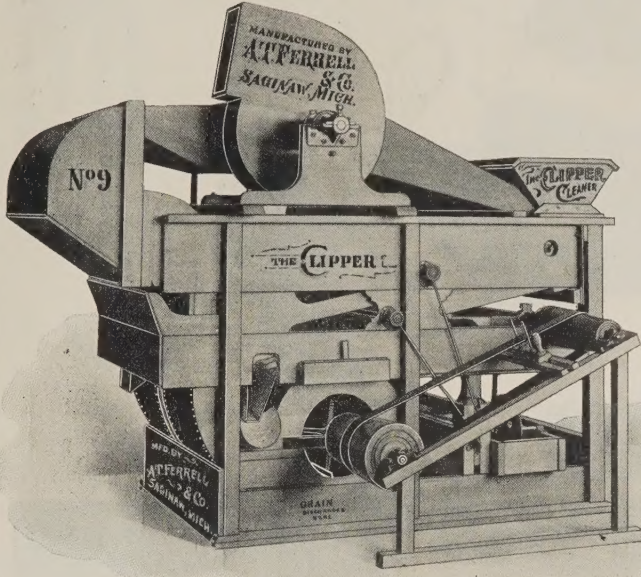
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The Clipper Grain and Seed Cleaners

No. 9 Brush and Dustless Clipper
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THE No. 9 Special Cleaner shown in cut has no equal for handling all kinds of seeds and grain. It will clean Timothy, Clover, Millet, Red Top, Blue Grass, Flax or any other seed to perfection, and it will handle all kinds of grain equally as well.

Our Traveling Brushes are of great advantage, as they keep the screens from clogging, thus saving the constant attention of the operator, and the work of the machine is always the same. After the Cleaner and Traveling Brushes are once regulated, the machine will run without any attention except oiling and adjusting occasionally. The results secured will greatly exceed anything that can be done on a machine without the brushes.

The Dustless Attachment on this machine not only takes care of all the dust from the air blast, but is so arranged that the stock passes through a short suction leg as it goes from the hopper to the screens, drawing off all light chaff, silks, dust, etc., before reaching the screens.

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All machines shipped on thirty days' trial, satisfaction guaranteed. The Clipper will require very much less power than any suction cleaner of equal capacity, and in addition is a first-class combination Cleaner.

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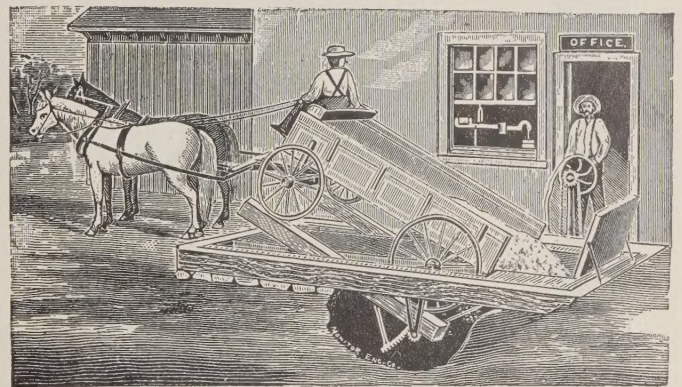
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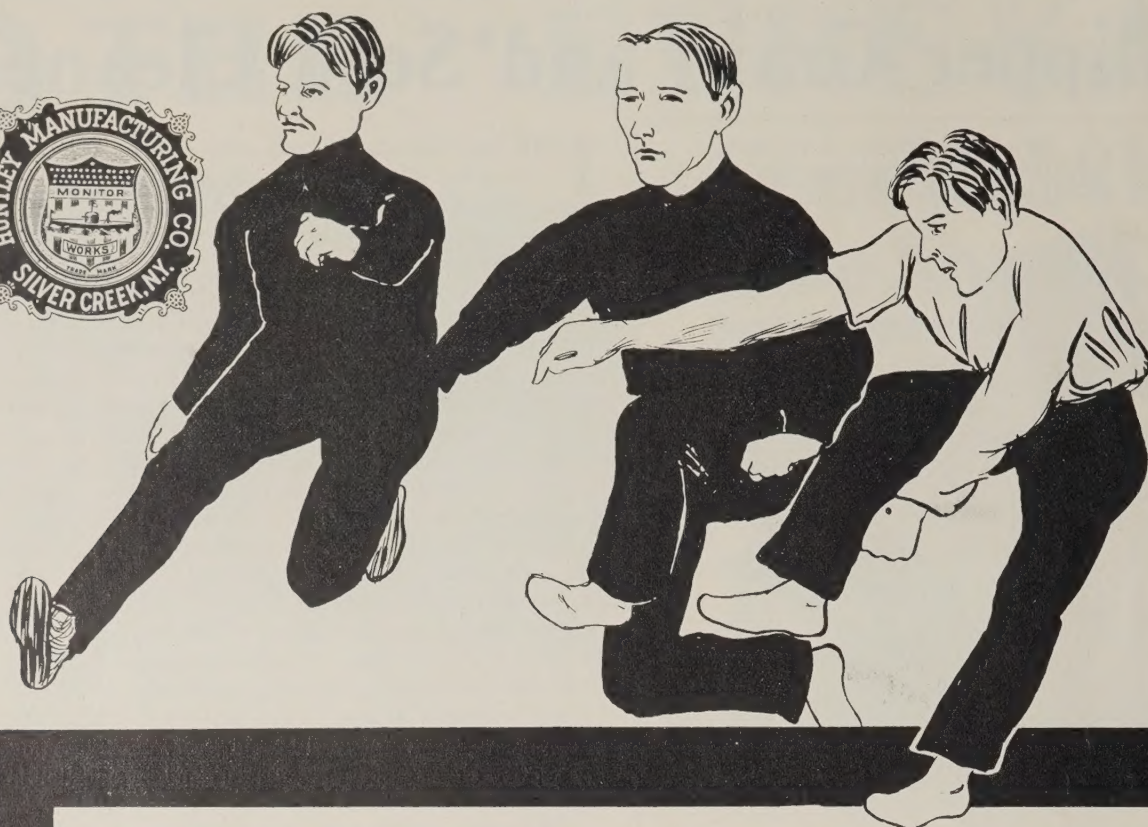
Yours truly,

M. C. WOODWORTH.

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Monitor Air Separations make the surest method of securing the cleanest grain.

We say so and are ready to demonstrate the claim by the machines in actual performance.

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